

FEDERAL AVIATION ADMINISTRATION

FY-99 5-YEAR PLAN

EXECUTIVE SUMMARY

INTRODUCTION:

The Federal Aviation Administration (FAA) regulates a vital, growing industry – nearly 200,000 aircraft, approximately 13,000 airports, over 175,000 operations per day. In addition, the FAA operates the air traffic control system 24 hours a day, 7 days a week.

Over the next decade, air travel in the United States is expected to increase by 60%, from 500 million to 800 million passengers per year. Furthermore, the transition to a satellite-based communications, navigation, and surveillance system will hasten the globalization of the aviation industry. The evolution toward increased operational demand, the diversity of aircraft, changing technology, and the globalization of the airline industry will challenge the FAA to maximize safety, while increasing the capacity and efficiency of the nation's aviation system.

Another fact of life for the FAA is that even as the need to serve the flying public grows, our personnel and financial resources will continue to be stretched. We will continue to see pressure to reduce the size of our work force and at the same time cope with significant shortfalls in our Facilities & Equipment; Research, Engineering, & Development; and Operations Budgets. Accordingly, the FAA considers the proper application of information technology (IT) as the key to meeting future needs with reduced resources.

IT initiatives support the FAA's three strategic goals of Safety, Security, and System Efficiency which are divided into strategic focus areas. In this regard, the strategic focus areas of National Airspace System (NAS) Modernization, Free Flight, Accident Prevention, and Year 2000 (Y2K) Compliance are the agency's top priorities. Information Security is another strategic focus area that is receiving greater emphasis due to its potential impact on mission critical systems.

FAA INFORMATION RESOURCE MANAGEMENT (IRM) FIVE-YEAR PLAN:

The current update to the FAA IRM Five-Year Plan includes 184 proposed and ongoing IT projects totalling \$1.5 billion in FY-99. Half of this, or \$750 million, is represented by eleven major IT projects supporting the strategic focus areas of NAS Modernization, Free Flight, and Accident Prevention. An additional \$38 million is programmed in FY-99 for the Y2K Compliance and Information Security programs. The following are the eleven major IT initiatives by strategic focus area:

NAS Modernization:

- Display System Replacement (DSR)
- Host & Oceanic Computer System Replacement (HOCSR)
- Standard Terminal Automation Replacement System (STARS)
- Operational & Supportability Implementation System (OASIS)
- Air Traffic Control Beacon Interrogator Replacement (ATCBI-R)

- Terminal Radar Digitizing, Replacement, & Establishment (TRDRE / ASR-11)

Free Flight:

- Oceanic Automation Program (OAP)
- Next Generation Air/Ground Communications System (NEXCOM)
- Wide Area Augmentation System (WAAS)

Accident Prevention:

- Weather and Radar Processor (WARP)
- Integrated Terminal Weather System (ITWS)

IT ACCOMPLISHMENTS, GOALS, AND OBJECTIVES:

The following tables details the major FY-98 major accomplishments and FY-99 goals and objectives for the IT projects and programs listed above:

Project/Program	FY-98 Accomplishments	FY-99 & Beyond Objectives
DSR	<ul style="list-style-type: none"> • 13 DSR systems have been delivered to En Route centers, with government acceptance at 7 sites. • Initial Operating Capability was reached at the Seattle Air Route Traffic Control Center (ARTCC). 	<ul style="list-style-type: none"> • Complete Independent Operational Test & Evaluation (IOT&E) by 12/98. • Seattle ARTCC declares Operational Readiness Demonstration (ORD) by 12/98. • Implementation of NATCA upgrades by 8/99. • Government acceptance of DSR at 18 sites by 9/99. • ORD at 8 sites by 9/99. • Last ORD scheduled for 5/00.
HOCSR	<ul style="list-style-type: none"> • Investment Analysis Completed. • HOCSR Equipment Delivered to: 6 ARTCCs, • FAA Technical Center, and • FAA Academy. 	<ul style="list-style-type: none"> • First site ORD 2/99. • Complete IOT&E Phase I En Route by 2/99. • Delivery of Phase I hardware to 23 sites by 7/99. • Complete IOT&E Phase I Oceanic/Offshore by 7/99. • Last site ORD by 9/99.
STARS	<ul style="list-style-type: none"> • Delivered and installed STARS hardware at Reagan National, Boston Logan, Eglin AFB, and the North East Operational Support Facility. • Completed initial development and integration of the pre-CHI, full service system for DoD at Eglin. • Identified and agreed with union representatives on solutions for human factors issues on the STARS Early Display Configuration (EDC) being deployed at Reagan National Airport. 	<ul style="list-style-type: none"> • Complete formal testing, including operational test and evaluation (OT&E), on the EDC and full service system configurations (for Reagan National and Eglin). • Procure hardware for additional sites and operational support facilities. • Begin initial operations with the EDC at Reagan National. • Last deployment scheduled for 02/05 (last FAA system).

Project/Program	FY-98 Accomplishments	FY-99 & Beyond Objectives
OASIS	<ul style="list-style-type: none"> • Service Contract Awarded. • Operational Capability Test Completed. 	<ul style="list-style-type: none"> • First ORD by 10/98. • ORD at 3 sites by 9/99. • Last delivery scheduled for 8/01.
ATCBI-R	<ul style="list-style-type: none"> • Operational capability testing on the ATCBI Replacement was completed by 7/98. 	<ul style="list-style-type: none"> • First ORD scheduled for 11/00. • Last ORD scheduled for 9/04.
TRDRE (ASR-11)	<ul style="list-style-type: none"> • Obtained JRC approval to replace ASR-8's with ASR-11's • Started ASR-11 In-plant Contractor test program (DT&E). • Completed installation of the first ASR-11 at the DOD test site, Eglin AFB, FL. • Started site preparation at the FAA test site in Stockton, CA. • Completed site survey and started site design for ASR-11 radar and training facilities at the FAA Academy in Oklahoma City, OK. • Started 15 site surveys, 7 environmental assessments, and 3 site designs for the first ASR-11 production sites. 	<ul style="list-style-type: none"> • Complete Generic Facility Designs for all follow-on ASR-11 systems. • Complete ASR-11 system installation and complete training building construction to support training at the FAA Academy. • Complete building construction, system installation, and system checkout for FAA test site at Stockton, CA. • Complete all ASR-11 Contractor and On-site (DT&E) testing at DoD and FAA test sites. • First ORD Scheduled for 1/00. • Last ORD scheduled for 9/05.
OAP	<ul style="list-style-type: none"> • Operational Test and Evaluation Completed. • Micro EARTS Operational. • Oceanic Conflict Probe Operational. 	<ul style="list-style-type: none"> • Build 1 first delivery scheduled for 11/98. • Build 1 last delivery TBD.
NEXCOM	<ul style="list-style-type: none"> • JRC Investment Decision. • APB Approved. • Market Survey Completed. • NEXCOM Lab established at Tech. Center. • Prototype systems delivered to Tech. Center. 	<ul style="list-style-type: none"> • Contract award scheduled for 12/01. • First commissioning (Analog Voice) scheduled for 6/03. • Last commissioning (Digital Voice) scheduled for 10/08.
WAAS	<ul style="list-style-type: none"> • Critical Design Review was completed on time by 12/97. • All 25 reference station sites have been installed ahead of schedule and the system is being tested. 	<ul style="list-style-type: none"> • Test Readiness Review by 11/98. • Functional Qualifications Test by 12/98. • GPS Risk Assessment Study by 1/99. • Formal Qualification Review/ Physical Configuration Audit/ Functional Configuration Audit by 3/99. • Contractor Acceptance Inspection by 4/99. • Initial Operational Capability by 8/99. • Phase II & III Final Operational Capability scheduled for 12/01.
WARP	<ul style="list-style-type: none"> • Last ORD for Stage 0 3/98. 	<ul style="list-style-type: none"> • Complete factory acceptance testing stages 1 & 2 by 6/99. • Last ORD for stages 1 & 2 by 6/00.
ITWS	<ul style="list-style-type: none"> • The Preliminary Design Review was completed on schedule by 5/98. 	<ul style="list-style-type: none"> • Complete Critical Design Review (CDR) by 9/99. • First ORD scheduled for 4/02. • Last ORD scheduled for 7/03.

Project/Program	FY-98 Accomplishments	FY-99 & Beyond Objectives
Y2K Compliance	<ul style="list-style-type: none"> Created a centralized program office for Y2K Compliance in 2/98. Assessment of all FAA systems was completed according to schedule - 1/31/98 for mission critical systems and 4/15/98 for all non-mission critical systems. As of 9/30/98, the FAA's established milestone, 99% of mission critical and 100% of non-mission critical systems requiring repair completed Renovation. 	<ul style="list-style-type: none"> 85% of all (both mission critical and non-mission critical) systems will complete Validation by 1/31/99, OMB's milestone for completion of validation activities. 99% of all FAA systems will complete Validation by 3/31/99, leaving just six developmental systems to be fielded in the later part of 1999 or early 2000. 89% of FAA systems will be compliant by 3/31/99, OMB's milestone for completion of Implementation. 100% of the systems will be compliant by 6/30/99, which remains the FAA's deadline for completion of Implementation.
Information Security	<ul style="list-style-type: none"> The FAA significantly increased the Information Security program by directing more resources to improve the security of our systems. In response to Presidential Decision Directive 63 (PDD-63), completed a comprehensive assessment of the vulnerability of the NAS in 1998. Completed the vulnerability assessment for HOCSR (Host) in 7/98. 	<ul style="list-style-type: none"> Achieve Full Security Certification for HOCSR (Host) by 12/98 which will be the first such certification of a major FAA system. Develop a FAA Information Systems Security Program Plan by 7/99. Develop a computer emergency response plan and initiate implementation of the plan by 7/99. Increase the number of systems obtaining security certifications by 75% by 7/99. Increase by 60% the number of employees trained in basic user awareness by 9/99. Develop Initial Information Security Architecture by 9/99. Conduct vulnerability assessments on any new IT systems to be developed in FY-00 which fall under the purview of PDD-63.

CRITICAL IT INVESTMENTS:

NAS Modernization continues to be the most critical strategic focus for the FAA, with DSR, HOCSR, and STARS being the cornerstone projects of this program. In addition, continued implementation of the remaining the eight projects listed above, and the Y2K Compliance and Information Security Programs, represent the core of critical IT investments by FAA for FY-99 and beyond.

FY-99 FIVE YEAR IT PLAN

INITIATIVE ID: FAAOO002 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Display System Replacement (DSR)

TOTAL LIFE CYCLE COST (IN \$000): \$1,093,300

DESCRIPTION:

The DSR program replaces the existing air traffic control display system hardware and software and provides an interface capability with host computer system and direct access radar channel (DARC).

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Mission Need: To restore the reliability and performance of a critical subsystem of the en route air traffic control automation system to preclude future major outages of air traffic control services. The DSR Program provides operational air traffic control capabilities in the mission areas of safety and capacity and provides secondary benefits in the mission area of Productivity/Business Practices.

Basis For Selecting the Project: Time urgency of mission need and cost effectiveness. Life-Cycle Cost Estimate: Based on the October 3, 1994 Life-Cycle Cost Estimate, the DSR LCC is estimated at \$1.947B.

Benefit Cost Ratio: The benefits for DSR are based on an FY 96 cost-benefit analysis and estimated to be 2.2:1. The DSR program will provide benefits in the areas of delay reductions and maintenance cost avoidance.

Key Assumptions: A portion of the software and hardware from the terminated ISSS program could be reused to reduce the cost and risk of future system development..

Programmatic Risk: Low

CONTACT PERSON AND PHONE NUMBER: John McKenna, 202-366-5413

CONTRACT STRATEGY:

1. The DSR contract is a performance based contract. The contractor is required to have a fully compliant Earned Value Management System to measure the technical, cost and schedule performance goals.
2. The DSR was awarded as a fixed priced incentive contract with full cost performance reporting (CPR) requirements. The contract was considered a medium to low technical risk effort based on the work that had been previously performed and was, therefore, incentivized to meet the cost and schedule requirements of the program.

INITIATIVE ID: FAAOO005 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AIRPORT MOVEMENT AREA SAFETY SYSTEM (AMASS)(ARA/AND)

NEW PROJECT ONGOING PROJECT

TOTAL LIFE CYCLE COST (IN \$000): \$78,690

DESCRIPTION:

THIS PROJECT WILL IMPLEMENT A NEAR-TERM SOLUTION TO PROVIDE AN INTERIM RUNWAY INCURSION PREVENTION SYSTEM AT AIRPORTS WITH ASDE-3 RADAR. AMASS IS AN AUTOMATION ENHANCEMENT TO THE ASDE-3 RADAR THAT WILL PROVIDE AUTOMATICALLY GENERATED VISUAL AND AURAL ALARM ALERTS TO CONTROLLERS TO AID IN THE PREVENTION OF RUNWAY INCURSIONS AND OTHER POTENTIAL UNSAFE CONDITIONS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

THIS PROGRAM WILL INCREASE THE SAFETY OF OUR TRANSPORTATION SYSTEM. THROUGH DECREASED SYSTEM DELAYS, TRANSPORTATION'S ROLE IN SUPPORTING ECONOMIC GROWTH WILL BE STRENGTHENED. IMPROVED

SAFETY BENEFITS WILL RESULT FROM THE PREVENTED ACCIDENTS OF RUNWAY INCURSIONS THROUGH AUDIO-VISUAL ALERTS TO CONTROLLERS. THE FAA HAS A COMMITMENT TO NTSB FOR ALL AMASS SITES TO BE OPERATIONALLY READY BY AUGUST 2000.

CONTACT PERSON AND PHONE NUMBER: Irene Langweil, 202 267-5348

CONTRACT STRATEGY:

Contract strategy incorporates two separate concurrent contracts in order to fast track the program to support meeting NTSB schedule commitment for all sites to be operationally ready by FY2000. The contract type is Cost Plus Fixed Fee for the Full Scale Development (FSD) systems, and FFP for the production systems (40)

INITIATIVE ID: FAAOO013 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Automated Weather Observation System/Automated Surface Observing System (AWOS/ASOS)

TOTAL LIFE CYCLE COST (IN \$000): \$364,539

DESCRIPTION:

ASOS - Original: Procures, installs, and deploys the automated surface observing system (ASOS) base systems. ASOS - Preplanned Product Improvements (P3I): Provides pre-planned product improvements (P3I) for the automated surface observing system (ASOS). Installs national weather service (NWS) system upgrades to maintain commonality of service level with FAA-owned systems. Provides user-requested sensor improvements and sensors such as freezing precipitation identification and snow depth. Provides improvements to systems as the result of shortcomings discovered during operational systems deployment. ASOS - Backup Systems: Provides for manual backup equipment of certain sensors (wind direction and speed, altimeter, temperature and dewpoint). Ensures 100% availability of these parameters in the event of the failure of an automated surface observing system (ASOS). ASOS - Additional Displays: Provides integrated displays for weather info for additional ATCT controller displays at automated surface observing system (ASOS) installations.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Mission Need: Automated observation and reporting of surface weather parameters to provide weather information to pilots, air traffic controllers, and other users while limiting the need for dedicated weather observation personnel. Basis for Selecting the Project: OMB direction (NWS and FAA joint procurement of ASOS), mission need, cost-benefit analysis.

Life-Cycle Cost Estimate: No current LCC estimate available.

Benefit Cost Ratio: A December 1992 study indicated a benefit to cost ratio of 2.7:1 for the combined fielding of AWOS and ASOS automated weather systems. The benefit is derived in two major areas: cost avoidance, because contract weather observers will not be required at many ASOS locations; and improved safety and service by making weather available at many additional locations.

Key Assumptions: Users of the National Airspace System require weather information at airports for instrument flight operations, flight planning, and safety-related decisions.

Programmatic Risk: Low

CONTACT PERSON AND PHONE NUMBER: Dave Sankey, AUA-430

CONTRACT STRATEGY:

1. This program includes the Automated Weather Observing System (AWOS). 200 AWOS systems were procured by the FAA prior to the ASOS program.
2. ASOS is a joint program in cooperation with the National Weather Service (NWS). The NWS is the

manager of the ASOS contract. The contract is primarily Firm Fixed Price (FFP), modified by Cost Plus Award Fee (CPAF) portions for appropriate contractor tasks. The NWS contract will end in FY 98. The FAA will award a follow-on contract to procure approximately 30 additional systems in late FY 98.

INITIATIVE ID: FAAOO016 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Integrated Terminal Weather System (ITWS)

TOTAL LIFE CYCLE COST (IN \$000): \$418,400

DESCRIPTION:

Integrated Terminal Weather System (ITWS) will provide storm growth and decay, runway winds products, and ceiling and visibility. ITWS situation displays will be placed in tower cabs, terminal radar approach control (TRACON) and associated air route traffic control center (ARTCC) facilities. This program will provide initial technical support, telecommunications, hardware, and software maintenance in addition to developing interfaces for center-terminal radar approach control automation system (CTAS) and standard terminal automation replacement system (STARS). This program incorporates, in the Integrated Terminal Weather System (ITWS), the pre-planned product improvement (P3I) interfaces for center-terminal radar approach control automation system (CTAS) and standard terminal automation replacement system (STARS).

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Mission Need: Operational capability to minimize system capacity lost in the terminal area air traffic control environment while maintaining safety during periods of adverse weather conditions. Basis for Selecting the Project: Mission Need and Benefit/Cost Ratio. Life Cycle Cost Estimate: \$418.4 M

Benefit Cost Ratio: ITWS IOC & P3I 16.6 : 1 (as per 6/3/97 JRC)

The benefits include reduced weather delays and avoidance of flight diversions, missed connections, and cancellation due to weather. In addition, the IOC phase has safety benefits as a result of more accurate lightning and microburst prediction. Benefits are to be re-evaluated to assess the impact of the re-validated Ops costs. New Ops budget generated by ARX-200 in March 1998. Key Assumptions: Adequate stable funding for risk mitigation for continuation of functional prototype operation and MIT/LL Programmatic Risk: Low

CONTACT PERSON AND PHONE NUMBER: Kevin Young , 202-267-8547

CONTRACT STRATEGY:

1. The ITWS contract with Raytheon is not performance based; however, performance will be measured through the use of contract deliverables such as Cost Performance Reports.
2. A cost plus award fee type contract was chosen for the development portion of the ITWS contract because design details are subject to change as the development process matures. A cost reimbursement type contract was chosen for the production management portion of the ITWS contract as it was determined that fee was not applicable to this effort. A fixed price incentive fee successive target type contract was chosen for full scale production because currently cost or pricing data are inadequate to permit negotiation of fixed prices or realistic firm targets. A firm fixed price will be negotiated just prior to exercising the production option. A cost plus fixed fee type contract was chosen for training and installation because requirements will continue to evolve through the production stage. A time and materials type contract was chosen for engineering support services to be utilized on an as needed basis.

INITIATIVE ID: FAAOO017 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Oceanic Automation Program (OAP)

TOTAL LIFE CYCLE COST (IN \$000):

\$0

DESCRIPTION:

The Oceanic program implements oceanic data link (ODL), limited Automatic Dependent Surveillance (ADS) capability, develop Dynamic Ocean Track System (DOTS) interface, ATS Interfacility Data Communications (AIDC), and enhance ISD with controller tools.

Build 1.X provides selected functional enhancements to Build 1.0 segment. Enhancements include two-controller access, tail number registration, present position direct clearance, data reduction and analysis consolidation, expanded air traffic services interfacility data communications (AIDC) message sets and full fidelity training simulator.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Mission Need: Provide the oceanic user community with an internationally compatible air traffic management system which meets on-going needs through timely, cost effective, and evolutionary improvements. Basis for Selecting Project: Mission need/Programmatic risk

Life-Cycle Cost Estimate: Life-Cycle Cost Estimate (LCCE) complete for Builds 0, 1 and 1.5. Build 0 cost baseline is \$3,500,000; Build 1 cost baseline is \$83,800,000; Build 1.5 funding baseline is \$41,600,000. (The Life Cycle Cost Estimate was updated in 1997 to reflect a rescoping of the program.) The O&M portion of the LCCE dated 8/28/97 totals \$243.3 million from FY99 to FY16. Of this amount, \$ 224.4 million is attributable to Build 1.0 and \$18.9 to Build 1.5. (The O&M estimate will be formally baselined in conjunction with Build 1.5.)

Benefit/Cost Analysis: The Oceanic Automation Program CBA of June 1994 has a B/C ratio of 4.7. This program has benefits in the areas of reduced delays and increased user efficiency. These benefits will be realized through a reduction in separation standards as well as more direct routes and the corresponding fuel savings they bring.

Key Assumptions: Evolutionary approach using open system architecture. Programmatic risk: Low

Phase I involves completing high frequency/single side band (HF/SSB) upgrades including installation and training. Phase I ensures that if all commercial communications are disrupted, the FAA can use the high frequency system to remain in contact with national command and FAA authorities.

Phase II will provide equipment for both emergency and routine communications for accident investigators, Airway Facilities maintenance technicians, aviation security personnel and other local FAA managers to ensure reliable communications exist at the regional level. This project upgrade expands, and enhances the existing very high frequency/frequency modulated (VHF/FM) emergency communications network by improving system reliability and availability. International radio frequency integration dictates that all VHF/FM radios use 12.5 kilohertz frequency bandwidth channelization instead of the current 25 kilohertz bandwidth. Changes to the radio frequency channelization plan require replacing all existing multi-channel transceivers that use 25 kilohertz channelization. The program office will use a commercial-off-the shelf approach, if possible, to acquire replacement transceivers, repeaters, and associated equipment.

A Cost Benefits Analysis (CBA) for both RCOM segments has been performed and indicated that the RCOM program provides a total net present value (NPV of \$10.0M (in FY 96 dollars) of benefits for the program over its life cycle. The new RCOM equipment directly benefits the FAA in the form of lowered periodic and correctional maintenance costs of the old and technically obsolete RCOM equipment in the field. Because this program is already in its installation phase and many of the one-time costs are sunk, for each F&E dollar reduction there would be approximately 1.50M in lost benefits due to keeping the existing equipment in place.

CONTACT PERSON AND PHONE NUMBER: Nancy Graham, 202-366-5316

CONTRACT STRATEGY:

1. The Oceanic Automation Program is executed primarily through the Oceanic System Development and Support (OSDS) contract. The OSDS contract is performance-based. The contract provides for technical as well as cost and schedule goals and requires the contractor to have a fully compliant Cost/Schedule Control System (C/SCS) and meet the criteria as set forth by the federal government.

2. The OSDS contract contains Cost-Plus-Award-Fee (CPAF), Cost-Plus-Fixed-Fee (CPFF) and Time and Material (T&M) Contract Line Items. The contract was considered a low technical risk effort based on the work that had been previously performed and was therefore incentivized to meet the cost and schedule requirements of the program.

INITIATIVE ID: FAAOO021 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Air Traffic Management System

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO023 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

INTEGRATED COMPUTING ENVIRONMENT - MAINFRAME AND NETWORK (ICE-MAN) [ARA/AIT]

TOTAL LIFE CYCLE COST (IN \$000): \$780

DESCRIPTION:

THIS PROJECT IS THE FAA'S INITIATIVE TO CONTINUE MODERN, LARGE SCALE COMPUTING FOR ALL ADMINISTRATIVE ADP PROCESSING. THE ICE-MAN CONTRACT PROVIDES COMPUTER HARDWARE, SOFTWARE AND SERVICES NECESSARY FOR FAA MAINFRAME AND CLIENT SERVER RELATED PROCESSING FOR THE NEXT 8 YEARS. THE SERVICES ARE AVAILABLE TO AND BE USED BY THE OTHER MODAL ADMINISTRATIONS OF THE DEPARTMENT OF TRANSPORTATION. ICE-MAN WORK IS PERFORMED ON A FEE-FOR-SERVICE BASIS RATHER THAN CENTRALLY FUNDED AS WAS CORN. F&E/OPS. THEREFORE, THE COSTS LISTED FOR THIS EFFORT ARE THE PROGRAM COSTS ASSOCIATED WITH RUNNING THIS MAJOR IT PROJECT. BELOW IS THE HISTORY OF THE ICE-MAN PREDECESSOR CORN.

THE CORN CONTRACT REPLACED THE MID AND UPPER LEVEL GENERAL PURPOSE COMPUTING FACILITIES (THE "COMMON SYSTEMS") AT THE FAA REGIONS AND CENTERS WITH CONTRACTOR-OWNED, CONTRACTOR-OPERATED SERVICES. THE CORN CONTRACT, AWARDED TO ELECTRONIC DATA SYSTEMS (EDS) IN FEBRUARY, 1992 WAS RECOMPETED IN THE SPRING OF 1997 AS ICE-MAN, WITH AWARD TO THE US DEPARTMENT OF AGRICULTURE'S NATIONAL INFORMATION TECHNOLOGY CENTER IN KANSAS CITY, MISSOURI. THE CONTRACT IS FIXED PRICE AT APPROXIMATELY \$11,000,000 PER YEAR, PAID BY CUSTOMER CHARGEBACK.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Jane O'Neill, 202-267-7806

CONTRACT STRATEGY: Full & Open Competition-initially. All future contracts will be acquired using BITS contract.

INITIATIVE ID: FAAOO024 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AIR TRAFFIC OPERATIONS MANAGEMENT SYSTEM (ATOMS) (BUDGET: 2A04 CIP: M-29)

TOTAL LIFE CYCLE COST (IN \$000): \$66,672

DESCRIPTION:

ATOMS PROVIDES AIR TRAFFIC WITH THE CAPABILITY TO ACCESS AND EVALUATE OPERATIONAL DATA ABOUT AIR TRAFFIC OPERATIONS AND DELAYS, FACILITY CAPACITY, WORKFORCE AVAILABILITY AND AIR TRAFFIC SYSTEM VOLUME AND SYSTEM OPERATIONAL CONSTRAINTS. ATOMS IS A KEY ELEMENT IN THE NATIONAL EFFORT TO COLLECT "REAL TIME" OPERATIONAL DATA AND ASSESS AND OPTIMIZE THE EFFICIENT USE OF AIR TRAFFIC SYSTEM CAPACITY. TELECOMMUNICATIONS LINKS TO ATOMS ARE TO BE DISTRIBUTED TO ALL AIR TRAFFIC DIVISIONS AND FIELD FACILITIES. WHILE THE ATOMS SYSTEM IS CONSIDERED PRIMARILY AS AN OPERATIONAL SYSTEM, IT PROVIDES AN ENVIRONMENT WHICH IS ALSO USED BY AIR TRAFFIC PERSONNEL FOR ADMINISTRATIVE FUNCTION SUCH AS CC:MAIL, WORD PROCESSING, SPREADSHEETS, CCM, TRAVEL MANAGER, ETC. PRIMARY FUNDING FOR ATOMS HAS ALWAYS BEEN OPS, THOUGH AS F&E APPROPRIATION HAS BEEN REQUESTED. THIS DESCRIPTION IS THE SAME ONE USED LAST YEAR. IT HAS NOT BEEN UPDATED. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: DIANA JONES 202-267-8294

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO025 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

HOST COMPUTER SOFTWARE SUPPORT (ATS/A0S)

TOTAL LIFE CYCLE COST (IN \$000): \$173,985

DESCRIPTION:

THIS PROJECT IS THE PRINCIPAL MEANS OF MAINTAINING AND UPGRADING THE OPERATIONAL SOFTWARE ON THE HOST COMPUTERS IN 20 CONUS ARTCC'S AND THE FAA TECHNICAL CENTER. OPS APPROPRIATION. THIS DESCRIPTION IS THE SAME ONE USED IN LAST YEAR'S PLANNING EFFORT. IT NEEDS TO BE UPDATED. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS: MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: Tom Mobley 202-267-7641 fax 202-267-7641

CONTRACT STRATEGY: MEETS REQUIREMENTS

INITIATIVE ID: FAAOO026 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

NATIONAL AVIATION SAFETY DATA ANALYSIS CENTER (NASDAC) (ASY)

TOTAL LIFE CYCLE COST (IN \$000): \$32,100

DESCRIPTION:

NASDAC WILL PROVIDE ANALYSIS AND DECISION MAKERS WITH HIGH QUALITY SAFETY INFORMATION/DATA RESOURCES AND ADVANCED ANALYTICAL TOOLS THROUGH THE APPLICATION OF AUTOMATION TECHNOLOGY AND RIGOROUS DATA MANAGEMENT PROCEDURES. NASDAC WILL INCLUDE DATA FROM REGULATORY ASAS DATABASES AND FROM AIR TRAFFIC, AIRPORT, AIRWAY FACILITIES AND OTHER GOVERNMENT DATA SOURCES FOR SAFETY RESEARCH. NASDAC HAS PROTOTYPED THE INTEGRATION OF INTERNATIONAL DATABASE INFORMATION AND WILL SERVE A LEADERSHIP ROLE IN THE DEVELOPMENT OF A GLOBAL REPOSITORY OF SAFETY DATA.

THIS PROJEC IS FUNDED BY F&E AND FUNDS THROUGH FY-00.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

COST BENEFIT ANALYSIS INDICATES A LIFECYCLE SAVINGS OF \$76.8M IN COST AVOIDANCE AND A \$273.5M BENEFIT DERIVED FROM ACCIDENT PREVENTION.

CONTACT PERSON AND PHONE NUMBER: WES TIMMONS 202-267-7011

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO029 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AIRMEN/AIRCRAFT REGISTRY MODERNIZATION PROJECT (AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$25,198

DESCRIPTION:

Regulatory mandates have expanded the Registry's responsibilities and resulted in the need for modernized information systems to support a significantly increased workload. The Civil Aviation Registry was directed by the Drug Enforcement Assistance Act of 1988 (the Act) "to assist Federal, State, and local agencies involved in the enforcement of the nation's drug laws." Accurate information is vital in determining the registered owner of an aircraft, identifying pilots, and verifying the authenticity of their the effectiveness of drug enforcement. The FAA initiated the Registry Modernization Program (RMP) to streamline document processing by acquiring new systems and updating existing systems.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Development of an automated aircraft record database provides instant, up-to-date data and allows for wider range of users, including airmen, law enforcement and government agencies, to access data.

CONTACT PERSON AND PHONE NUMBER: MARK LASH 405-954-4331

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO030 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AVIATION MEDICINE CERTIFICATION SYSTEM (AMCS) (AVR/AAM)

TOTAL LIFE CYCLE COST (IN \$000): \$6,240

DESCRIPTION:

Provides development of medical certification automated subsystems, including the Aeromedical

Certification Subsystem (AMCS). Initial development of AMCS was completed in FY96. Feasibility and requirements studies were performed for the purpose of revising the DOS-based software to a windows environment and rehosting certification data from the CORN mainframe to a client-server, LAN –based environment.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Improve work flow process, reduce back-log of cases, and minimize time to process requests for additional information

CONTACT PERSON AND PHONE NUMBER: MARK ADAMS 202-366-1048

CONTRACT STRATEGY:

Time and Materials

INITIATIVE ID: FAAOO032 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Standard Terminal Automation Replacement System (STARS)

TOTAL LIFE CYCLE COST (IN \$000): \$951,400

DESCRIPTION:

This program deploys the standard terminal automation replacement system (STARS) using modern, commercially available equipment and an open architecture designed to solve existing capacity problems. Fields modular, common hardware and software units that can be tailored to the capacity requirements of a given facility. Deploys new controller workstations and back-room computer hardware to a variety of FAA facilities.

Program also provides a pre-planned product improvement (P3I) capability at standard terminal automation replacement system (STARS) installations. Accepts data link input into STARS, integrates ADS-B capability, and allows parallel runway monitor (PRM) input.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Mission Need: The ARTS IIA and IIIA systems in the field today are difficult and costly to maintain, and are unable to meet growing traffic demands or readily incorporate new air traffic control functions to promote safety.
(JRC).

Benefit Cost Ratio: The STARS program's benefits are a result of avoided maintenance costs, due to replacement of the ARTS and DBRITE systems. The May 1995 CBA indicates a B/C ratio of 5.6.

Key Assumptions: STARS is a Commercial-off- the-shelf/Non-development Item (COTS/NDI)-based system which will replace the capacity constrained old technology with a fully digital system using open system architecture. This will provide an open and scaleable system architecture which is expandable to meet all TRACON needs and upgradable to provide future user benefits.

Programmatic Risk: Medium.

CONTACT PERSON AND PHONE NUMBER: Dave Ford, 202-233-4934

CONTRACT STRATEGY:

1. The Statement of Work is performance-based.
2. The STARS contract contains Firm-Fixed-Price (FFP), Cost-Plus-Award Fee (CPAF) and Cost-Plus-Fixed-Fee (CPFF) Contract Line Items. The FFP contract type was selected for items such as hardware, to minimize the government's risk. The Cost-reimbursable contract types were selected for site surveys and software development.

INITIATIVE ID: FAAOO036 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AUA OFFICE AUTOMATION (ARA/AUA)

TOTAL LIFE CYCLE COST (IN \$000): \$244

DESCRIPTION:

CONTINUED DEVELOPMENT AND MAINTENANCE OF COMPUTER HARDWARE AND SOFTWARE FOR NETWORK AND WORKSTATION USE TO ACCOMPLISH THE OFFICE OBJECTIVES IN AN EFFICIENT MANNER.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: ROBERT ANDERSON, 233-

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO038 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Operational and Supportability Implementation System (OASIS)

TOTAL LIFE CYCLE COST (IN \$000): \$189,100

DESCRIPTION:

This program provides a leased service replacement of the current flight service automation system (FSAS), incorporating the interim graphic weather display system (IGWDS) and direct user access terminal (DUAT) functionalities. Replaces all FSAS hardware and software. Provides ongoing logistical and operational support.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Mission Need: Operational capability to replace current Flight Service Automation System (FSAS) which does not meet all of Air Traffic's requirements due to functional and processing limitation of the system plus human factors deficiencies have been identified with current AFSS workstation consoles. The FSAS must be replaced to resolve an increasingly difficult logistic supportability problem. A cost beneficial system replacement is required to avoid exposing the system to serious outages when failed components cannot be replaced or repaired. OASIS will integrate direct user access capabilities along with weather graphics functionality that will provide the specialist with the capability to store, retrieve, highlight, zoom, and transfer information applying to any set of weather conditions, route of flight, or aircraft type. The FSAS equipment console replacement program will provide Commercial-Off-The-Self (COTS) workstation consoles in conjunction with each OASIS installation.

Basis for Selecting the Project: Mission Need and Benefit/Cost Ratio.

LIFE CYCLE COST (IN \$000): \$300,800

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Benefit Cost Ratio: OASIS 3.4 : 1 The OASIS CBA was completed in November 11, 1996 and the Investment Analysis Report completed in December 20, 1996 .

The benefits include improved Flight Service Station (FSS) productivity for FSS operations, reduced delays for users, communications cost savings and avoided engineering and other maintenance cost. The \$6M increase in life cycle cost is due to the replacement of FSS equipment consoles. Initially the plan was to modify the FSS current consoles.

Key Assumptions: The current flight service system (M1FC) has a six to eighteen months remaining service life depending upon depletion rate of current spares. Limited government financed development

for the IOC capability; operational framework for new capability provides for ten-year life cycle with five-year technology refreshes; System certification is an OASIS requirement. The vendor's solution will satisfy FAA's security approaches and the FAA will approve all approaches prior to system implementation.

Programmatic Risk: Low

CONTACT PERSON AND PHONE NUMBER: Rudy Watkins, 202-267-9597

CONTRACT STRATEGY:

1. The OASIS contract was awarded to the Harris Corp., Melbourne Fla. on 8/25/97.
2. The OASIS contract is a leased base service contract.
3. Depending on the activity and point in time of the contract cost plus incentive fee (CPIF), firm fixed price, cost plus fixed fee (CPFF), time and material and cost contract procedures will be used. The development portion of the contract will be administered using CPIF and CPFF vehicles. The lease service options will be administered using FFP vehicles. Installation will be performed using CPFF. A T&M contract vehicle will be used for equipment support.

INITIATIVE ID: FAAOO039 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

FLIGHT SERVICE FACILITIES (AUA)

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

THE BALANCE OF CIP 33-20 WILL PROVIDE HVAC IMPROVEMENTS FOR 27 AUTOMATED FLIGHT SERVICE STATIONS AND LIGHTING IMPROVEMENTS FOR 59 AFSS'S. EARLIER PROJECTS WERE PRIMARILY FOR SPACE EXPANSIONS. CIP 43-03 WILL PROVIDE POWER CONDITIONING AND BATTERY BACK UP SYSTEMS AT ALL 61 AFSS'S.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO042 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AVIATION SAFETY REPORTING PROGRAM (ASRS)

TOTAL LIFE CYCLE COST (IN \$000): \$19,200

DESCRIPTION:

THE AVIATION SAFETY REPORTING PROGRAM IS AN INDEPENDENT REPORTING SYSTEM WHICH PROVIDES THE PILOT, AIR TRAFFIC CONTROLLER, AND OTHER INDIVIDUALS CONCERNED WITH SAFETY, AN AVENUE TO REPORT HAZARDOUS CONDITIONS/PROBLEMS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: MARK BLAZY 202-493-4619

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO043 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

OFFICE AUTOMATION PROGRAM (ASY)

TOTAL LIFE CYCLE COST (IN \$000): \$6,251

DESCRIPTION:

THE OFFICE AUTOMATION PROGRAM WILL MOST IMPORTANTLY PROVIDE CONNECTIVITY FOR ASY STAFF TO THE DATA AND ANALYSIS RESOURCES AVAILABLE IN THE NASDAC. SECONDLY, THIS PROJECT WILL PROVIDE FOR BASELINE UTILITIES AND STATISTICAL METHODS FOR EVERYDAY WORK ANALYSIS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: WES TIMMONS 202-267-7011

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO047 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

SYSTEM INDICATORS PROGRAM (SI) (ASY)

TOTAL LIFE CYCLE COST (IN \$000): \$1,600

DESCRIPTION:

THE SYSTEM INDICATORS PROGRAM PROVIDES THE FAA WITH A VIEW OF THE OVERALL OPERATION OF THE NATIONAL AVIATION SYSTEM. THE SYSTEM INDICATORS THAT QUANTITATIVELY MEASURE PERFORMANCE ARE ACCIDENT, INCIDENT, EFFICIENCY, SURVEILLANCE AND COMPLIANCE DATA.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: DAVE BRILES 202-267-9149

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO052 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AVIATION MEDICAL SYSTEM (AVR/AMI-200A)

TOTAL LIFE CYCLE COST (IN \$000): \$4,500

DESCRIPTION:

PRODUCE MEDICAL CERTIFICATES AND MAINTAIN DATABASE FILES OF MEDICAL CERTIFICATION AND EXAMINATION INFORMATION AND MEDICAL EXAMINERS FROM WHICH FORMS AND REPORTS ARE CREATED. FUNDS ARE REQUIRED TO SUPPORT USER REQUIREMENTS AND PROVIDE MAINTENANCE SUPPORT FOR THE SYSTEMS. FUNDING IS FROM THE OPERATIONS APPROPRIATION.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Provides timely and accurate reporting of medical examiners information

CONTACT PERSON AND PHONE NUMBER: MARK ADAMS 202-366-1048

CONTRACT STRATEGY: Time Materials

INITIATIVE ID: FAAOO062 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AVIATION MEDICINE SAFETY SYSTEMS DEVELOPMENT (AVR/AAM)

TOTAL LIFE CYCLE COST (IN \$000): \$6,910

DESCRIPTION:

PROVIDES DEVELOPMENT OF MEDICAL SAFETY-RELATED AUTOMATION SUBSYSTEMS, INCLUDING THE CERTIFICATION DECISION SUPPORT SUBSYSTEM, AND THE COVERED POSITION DECISION SUPPORT SUBSYSTEM, THE OCCUPATIONAL HEALTH SUBSYSTEM, THE AVIATION MEDICAL EXAMINER SUBSYSTEM, THE AVIATION DRUG ABATEMENT PROGRAM SUPPORT SUBSYSTEM AND SUPPORT TO THE RESEARCH , ENGINEERING AND DEVELOPMENT ACTIVITIES OF THE CIVIL AEROMEDICAL INSTITUTE. FUNDING FOR THESE PROJECTS ARE IDENTIFIED UNDER ASAS F AND E, OPERATIONS, AND RESEARCH ENGINEERING AND DEVELOPMENT (RE AND D) APPROPRIATIONS FOR FY97 THROUGH FY2002.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: MARK ADAMS 202-366-1048

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO063 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AVIATION MEDICINE WORK STATION REPLACEMENT (AVR/AAM)

TOTAL LIFE CYCLE COST (IN \$000): \$1,870

DESCRIPTION:

THE OFFICE OF AVIATION MEDICINE (AAM) OFFICE AUTOMATION TECHNOLOGY PLAN PROVIDES WORK STATIONS, SERVERS , AND RELATED SOFTWARE FOR CONNECTIVITY CAPABILITY THROUGHOUT HEADQUARTERS AND THE REGIONS. A PERCENTAGE OF AAM'S HARDWARE AND SOFTWARE REQUIRE REPLACING OR UPDATING ON AN ANNUAL BASIS. REPLACEMENT OF OFFICE AUTOMATION EQUIPMENT MUST OCCUR EVERY 4 TO 6 YEARS. AAM PLANS TO REPLACE OR UPGRADE ANTIQUATED AND MALFUNCTIONING HARDWARE AND SOFTWARE AS FUNDS BECOME AVAILABLE. FUNDING FOR THIS PROJECT IS IDENTIFIED UNDER ASAS F AND E AND OPERATION APPROPRIATIONS FOR FY97 THROUGH FY-2002

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: MARK ADAMS 202-366-1048

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO064 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

VOICE TELECOMMUNICATIONS SYSTEM (VTS) (ATS/AOP)

TOTAL LIFE CYCLE COST (IN \$000): \$81,797

DESCRIPTION:

THE VTS IS COMPOSED OF DIGITAL LOCAL TELEPHONE SYSTEMS AT 37 MAJOR FAA LOCATIONS. IT SUPPORTS CONFERENCE BRIDGES AT 15 SITES AND NETWORK OF DEDICATED LINES INTERCONNECTING THE POINTS. VTS WILL REPLACE EXISTING TELEPHONE SYSTEMS AND THE EMERGENCY VOICE COMMUNICATIONS SYSTEM (EVCS). OPS APPROPRIATION.

THIS PROJECT IS FUNDED WITH OPERATION FUNDS. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: JOHN WILSON 202-314-7773 fax 202-863-2838

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO067 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

CONSOLIDATED UNIFORM PAYROLL SYSTEM (CUPS)

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

FAA IS THE EXECUTIVE AGENT FOR OPERATION OF THE DEPARTMENT-WIDE PAYROLL SYSTEM. FUNDS ARE REQUIRED TO SUPPORT MAINTENANCE AND ENHANCEMENT OF THE SYSTEM AND PROCESSING OF TIME AND ATTENDANCE DATA. OPERATIONS FUNDS ARE REQUIRED AT SOUTHERN REGION AND THE AERONAUTICAL CENTER PAYROLL PROCESSING CENTERS AND FOR ADP SERVICES AT THE AERONAUTICAL CENTER FOR CENTRAL PROCESSING. ADDITIONAL STAFFING UNDER OPERATIONS AND REIMBURSABLE POSITIONS AT WASHINGTON HEADQUARTERS DIRECT THE OVERALL OPERATION OF THE SYSTEM.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

IIINITIATIVE ID: FAAOO070 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

TELECOMMUNICATIONS INFORMATION MANAGEMENT SYSTEM (TIMS) (ATS/AOP)

TOTAL LIFE CYCLE COST (IN \$000): \$113,278

DESCRIPTION:

THIS PROGRAM WILL PROVIDE AN INTEGRATED MANAGEMENT INFORMATION SYSTEM TO NATIONAL AND REGIONAL TM AND O ORGANIZATIONS. TIMS PROVIDES AUTOMATED SUPPORT FOR MANAGEMENT OF TELECOMMUNICATIONS RESOURCES IN SIX MAJOR FUNCTIONAL AREAS: ADMINISTRATION, BUDGETING, NETWORK PLANNING, CIRCUIT ENGINEERING, PERFORMANCE ANALYSIS, AND SOFTWARE SUPPORT TOOLS.

THIS PROJECT IS FUNDED WITH OPERATION FUNDS. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: JOHN WILSON 202-314-7773 fax 202-863-2838

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO071 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

VIDEO TELECONFERENCE SYSTEM (ATS/AOP)

TOTAL LIFE CYCLE COST (IN \$000): \$32,090

DESCRIPTION:

THIS SYSTEM WILL ALLOW POINT TO POINT AND MULTIPOINT BROADCAST VIDEO TELECONFERENCE SESSIONS BETWEEN FAA LOCATIONS AND BETWEEN FAA LOCATIONS AND DOD FACILITIES. THE SYSTEM WILL SUPPORT DECISION MAKING WITHIN THE ORGANIZATION BY PROVIDING TECHNOLOGY AT THE HEADQUARTERS AND REGIONAL OFFICE LOCATIONS.

THIS PROJECT IS FUNDED WITH OPERATION FUNDS. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: JOHN WILSON 202-314-7773 fax 202-863-2838

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO072 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AGC INFORMATION RESOURCE MANAGEMENT SYSTEM (IRMS)

TOTAL LIFE CYCLE COST (IN \$000): \$17,305

DESCRIPTION:

THE OFFICE OF THE CHIEF COUNCIL (AGC) IS RESPONSIBLE FOR REPRESENTING THE GENCY, THE ADMINISTRATOR, AND THE HEADS OF OFFICES AND SERVICES IN LEGAL MATTERS AND ADMINISTRATIVE PROCEEDINGS, INCLUDING LITIGATION CLAIMS RESULTING FROM AIRCRAFT ACCIDENTS, CERTIFICATION AND CIVIL PENALTY ENFORCEMENT ACTIONS, FREEDOM OF INFORMATION ACT CLAIMS, AIRPORT ACCESS CASES, SUITS AGAINST INDIVIDUAL AGENCY EMPLOYEES, AND CONTRACT CLAIMS. IN ADDITION, AGC HANDLES OTHER LEGAL ISSUES INVOLVING GENERAL LAW, CONGRESSIONAL AND LEGISLATIVE MATTERS, PROCUREMENT, PERSONNEL, AIRPORT ACCESS/ENVIRONMENT, AND AIRPORT SLOT MANAGEMENT AND SCHEDULING MATTERS.

AGC'S INITIATIVES ARE DESIGNED TO MEET AN EVER INCREASING DEMAND FOR HIGHER QUALITY SERVICE TO CUSTOMERS, AND INCREASED INFORMATION DEMANDS/ACCESS, IN AN ERA OF CONSTRAINED BUDGETS AND DECREASING WORKFORCES. THE SYSTEMS PROVIDE SUPPORT FOR MISSION ACTIVITIES, E.G., OFFICE AUTOMATION SUPPORT, SYSTEMS MANAGEMENT, TELECOMMUNICATIONS, APPLICATIONS TO SUPPORT BUSINESS STRATEGIES, GOALS, AND IMPLEMENTATION OF MISSION RELATED OBJECTIVES; LEXIS/NEXIS TIMESHARING

(CASE LAW AND MEDICAL RESEARCH TOOLS) AND DOT DOCKET MANAGEMENT SYSTEM (REPOSITORY FOR FAA RULEMAKING DOCKETS). CRITICAL MISSION-SPECIFIC APPLICATIONS MANAGED UNDER THESE SYSTEMS INCLUDE CIVIL PENALTY ASSESSMENT PROGRAM, SLOT MANAGEMENT AND SCHEDULING PROGRAMS, REGULATORY TRACKING, LITIGATION RACKING, CASE MANAGEMENT SYSTEMS, AND FINANCIAL BUDGET PROGRAMS, AND OTHER PECIALIZED FUNCTIONS DESIGNED TO FULFILL OUR REQUIREMENTS WITH REGARD TO THE AGENCY'S GOALS, MISSIONS, AND OBJECTIVES. ADMINISTRATIVE APPLICATIONS MANAGED UNDER THIS SYSTEM INCLUDE E-MAIL, WORD PROCESSING, CORRESPONDENCE CONTROL, AND A VARIETY OF GENERAL PURPOSE PC SOFTWARE APPLICATIONS (SPREADSHEETS, DATABASES, GRAPHICS, PROJECT TRACKING, ETC.).

THESE SYSTEMS ARE CRITICAL OPERATIONAL MANAGEMENT INFORMATION SYSTEMS THAT PROVIDE AGC PERSONNEL WITH ACCESS TO OPERATIONAL AND MANAGERIAL DATA. INFORMATION IS A CRITICAL RESOURCE AND IT IS ESSENTIAL THAT WE HAVE AN INFORMATION ENVIRONMENT THAT MEETS OUR MISSION NEEDS THAT IS COMPLETE, RELIABLE, AND ACCURATE TO SUPPORT APPLICATIONS, SERVICES, AND DECISION-MAKING. WITHOUT ADEQUATE FUNDING, THIS OFFICE WILL NOT BE ABLE TO INSTITUTE IT'S STRATEGIC PLANS THAT WOULD ADD VALUE TO EXISTING PROCEDURES AND TECHNOLOGY AND PROVIDE FOR MAJOR IMPROVEMENTS IN EFFICIENCY, PRODUCTIVITY, AND CLIENT SERVICES. IT WILL BECOME INCREASINGLY MORE DIFFICULT FOR THIS OFFICE AND OUR REGIONAL COUNTERPARTS TO MEET OUR RESPONSIBILITIES OF ESTABLISHED COURT DEADLINES; DEFENDING CASES BROUGHT AGAINST THE AGENCY; PROCESSING OF LITIGATION, ENFORCEMENT AND PROCUREMENT CASES; MANAGEMENT RESPONSIBILITIES WITH REGARD TO WORKLOAD AND ANALYSIS OF ATTORNEY PRODUCT; FULFILLMENT OF THE ADMINISTRATION'S GOALS IN THE SAFETY, SECURITY, AND SURVEILLANCE AREAS; AND THE SIMPLE PROCESSING OF INFORMATION IN A TIMELY AND EFFICIENT MANNER.

THIS PROJECT IS FUNDED WITH OPERATIONS FUNDS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

IN THE PAST YEAR, AGC HAS PROMOTED INCREASED USE OF TECHNOLOGY, BOTH HARDWARE AND SOFTWARE, WHICH HAS CREATED A MORE EFFICIENT AND PRODUCTIVE INTERNAL ORGANIZATION. BY TAKING ADVANTAGE OF THE OPPORTUNITIES THAT IT CAPABILITIES OFFER TO RESHAPE MISSION ACCOMPLISHMENTS, AGC HAS DEVELOPED IRM INITIATIVES WHICH PROVIDES TECHNOLOGY INFRASTRUCTURES DESIGNED TO IMPROVE THE QUALITY OF THE WORK PRODUCT FOR CLIENTS, AND AT THE SAME TIME HAVE OBTAINED SUBSTANTIAL GAINS IN PRODUCTIVITY, EFFICIENCY, IMPROVED JOB SATISFACTION, AND QUICKER ACCESS TO EXISTING SOURCES OF INFORMATION, AND ENHANCED AVAILABILITY OF MORE ACCURATE AND TIMELY DATA TO BOTH STAFF AND MANAGEMENT WHICH HAS RESULTED IN BETTER POLICY DECISIONS. INFORMATION TECHNOLOGY HAS PROMOTED A MORE EFFECTIVE AND PRODUCTIVE ENVIRONMENT FOR ALL AGC EMPLOYEES. IT HAS PROVIDED THE EMPLOYEES WITH FLEXIBILITY AND THE TECHNICAL CAPABILITY NEEDED FOR DOCUMENT CREATION, COMMUNICATIONS, AND INFORMATION INTERCHANGE THROUGHOUT THE FAA, DOT, REGIONAL COUNTERPARTS, AND OTHER OUTSIDE ENTITIES, AND HAS PROVIDED ADDITIONAL SUPPORT TO ACHIEVE MORE EFFECTIVE MANAGEMENT OF REGIONAL AND OPERATING PROGRAMS, PLANS, AND PEOPLE. THE SYSTEMS HAVE ALSO IMPROVED EFFICIENCY BY REDUCING THE AMOUNT OF TIME WE SPEND ON ADMINISTRATIVE ACTIVITIES, CONSOLIDATING FUNCTIONS, AND THUS REDUCING COSTS.

CONTACT PERSON AND PHONE NUMBER: DEBORAH E. SWANK (202) 267-3214

CONTRACT STRATEGY:

RESOURCES WHICH ARE REQUIRED TO MAINTAIN, DEVELOP AND IMPLEMENT OUR INFORMATION TECHNOLOGY ARCHITECTURE ARE PROVIDED FOR UNDER A CONTRACT

TITLE OF PROGRAM/PROJECT:

SELECTIONS WITHIN FASTER TIMES (SWIFT) - AHR

TOTAL LIFE CYCLE COST (IN \$000): \$15,000

DESCRIPTION:

SWIFT (Selections Within Faster Times) is part of the FAA's efforts to modernize personnel processing using state-of-the-art automation and the flexibilities granted to the agency under Personnel Reform. It gives operating personnel specialists, as well as administrative support staffs, supervisors, and managers in Lines of Business throughout the agency, access to on-line processing and decision support systems. SWIFT systems include PDLibrary--an on-line, searchable library of standardized position descriptions pre-approved for use nationwide, REVAMP--a series of automated templates for creating vacancy announcements and posting them on the internet, and CAPS--an automated rating, ranking, and referral list generating system for screening applicants and making selections. SWIFT is designed to work with the FAA's new automated personnel and payroll systems to provide a comprehensive HR Information System

JUSTIFICATION - PERFORMANCE AND SAVINGS:

SWIFT is part of the FAA's efforts to use automation to facilitate Personnel Reform flexibilities granted FAA in the 1996 Appropriations Act. SWIFT has reduced the time to post personnel vacancies from a minimum of 3 weeks to one business day and has reduced the processing costs associated with posting vacancy announcements and rating/ranking

CONTACT PERSON AND PHONE NUMBER: Pat Pierce, 206-227-2024**CONTRACT STRATEGY:**

None. Development and maintenance were performed by the FAA.

INITIATIVE ID: FAAOO081 **OA:** FAA**TITLE OF PROGRAM/PROJECT:**

AGENCY DATA TELECOMMUNICATIONS NETWORK (ADTN2000)

TOTAL LIFE CYCLE COST (IN \$000): \$249,647

DESCRIPTION:

The purpose of ADTN2000 is to provide Wide Area Network (WAN) service, both dedicated and dial-up, for connectivity between users and host computers and among Local Area Networks (LANS) world-wide for interactive, as well as bulk data file transfer sessions. It supports client server applications and intranet web server operations, electronic mail and, additionally provides user connectivity to FAA Internet access gateways. ADTN2000 also supports other DOT modal administrations for access to department wide mainframe computer applications such as Department Accounting and Financial Management System (DAFIS), Integrated Personnel and Payroll System (IPPS), DAFIS Management Information Reporting Data Warehouse (DAFIS-MIR), etc. The network is continuing to expand to support additional sites and traffic volume is increasing as much as 50% or more from month to month. As IRM applications transition to client server systems or web base technology, data traffic volume necessarily increases. The use of Internet access is also increasing exponentially resulting in more traffic on ADTN2000 to support users reaching one of three Internet gateways. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

ADTN2000 is critical to the mission and day-to-day operation of the FAA and other DOT modal administrations. It is supporting goals and objectives for IT modernization in improved efficiency and productivity. There are many computer applications that have been or are being upgraded to new technology that depend upon a state-of-the-art network for operation. The costs for this network service are high but are more than offset by increased productivity through better IT

tools, data bases and applications. Without ADTN2000 the FAA/DOT would be out of step with private and commercial sectors where the Information Super Highway is the norm. There is no other private sector or government alternative to obtain this type service in the near term. The network makes possible redesign of work processes and procedures for more efficiency and reduced cost.

CONTACT PERSON AND PHONE NUMBER: STEPHEN KEITH, AOP-500 (202)314-7744

CONTRACT STRATEGY:

ADTN2000 is a contractor provided service under Contract DCA 200-94-D-0089. The contract was competitively awarded to Government Systems, Inc. and following novation is now with CACI International, Inc. The contract type is Requirements Firm Fixed Price which was chosen to accommodate indefinite quantities and to reduce cost risk in the out years. The SOW is not performance-based. The five year base period, which ends in September 1999, can be continued through five one year options. Circuits supporting the network are ordered separately from FTS2000 (AT&T) and LINC (MCI).

INITIATIVE ID: FAAOO082 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AIRWAY FACILITIES CORPORATE INFORMATION MANAGEMENT SYSTEM (CIMS) (ATS,AAF-60)

TOTAL LIFE CYCLE COST (IN \$000): \$62,904

DESCRIPTION:

THE GOAL OF CIMS IS SUPPORT OF THE ATS MISSION THROUGH CORPORATE INFORMATION MANAGEMENT THAT REDUCES WORKLOAD, SUPPORTS DECISION PROCESSES, AND MAXIMIZES RETURN ON INVESTMENTS THAT IS NECESSARY TO PROVIDE INFORMATION TO ATS DECISION MAKER. THE OBJECTIVES OF THE CIMS ARE:

1. IDENTIFICATION OF DATA SOURCES
2. ACCESS TO DATA ACROSS SYSTEMS
3. IMPROVEMENT OF DATA QUALITY
4. STANDARDIZATION OF CORPORATE DATA ELEMENTS
5. REDUCTION OF REDUNDANT EFFORTS ACROSS SYSTEMS AND ORGANIZATIONAL ELEMENTS
6. INTEGRATED REGIONAL INFORMATION SYSTEM (REGIS).
7. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: ALLAN VAN DEVENTER, TITAN CORP. 202-484-1400
fax 202-484-0413

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO083 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ATS LOCAL AREA NETWORKS & WIDE AREA NETWORKS

TOTAL LIFE CYCLE COST (IN \$000): \$49,187

DESCRIPTION:

PROVIDE COMPUTER AND NETWORK MAINTENANCE AND SERVICES AT ALL ORGANIZATIONAL LEVELS. THIS PROGRAM COVERS THE CONTRACT SERVICES NECESSARY TO MAINTAIN, OPERATE, AND MANAGE THE CURRENT NETWORKS. THIS IS AN AGGREGATE TOTAL FOR ALL OF AF.

THIS INITIATIVE IS FUNDED WITH OPERATIONAL FUNDS. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: MIKE SCHNEIBLE 202-267-9638 fax 202-267-9638

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO084 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

INSTRUMENT APPROACH PROGRAM (IAP) AUTOMATION (ATS, AVN) (BUDGET: 2D12 CIP: A-14)

TOTAL LIFE CYCLE COST (IN \$000): \$39,554

DESCRIPTION:

Provides a computer program of tools for the use in the development of new and maintenance of current Standard Instrument Approach Procedures (SIAPs). Provides a means of reducing the time it takes to develop SIAPs, reduces the time needed to respond to general public requests, reduces the number of mathematical errors, and standardizes the output product. Support a central database of SIAPs composed of all the required 8260.xx forms defining Instrument Approach Procedures (IAP). Support a central database of Digital Sectional (1:500,000 scale), Quadrangle (1:100,000 scale) and Digital Terrain Elevation Data (DTED) This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS. A Cost Benefit study done in FY91 prior to acquisition of the current workstation operating system showed a cost savings in FY99 of \$6.02M.

CONTACT PERSON AND PHONE NUMBER: Gary Raymond 405-954-5885

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO086 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

MAINTENANCE MANAGEMENT SYSTEM (MMS) EXECUTIVE NODE (ATS/AOP)

TOTAL LIFE CYCLE COST (IN \$000): \$6,083

DESCRIPTION:

THE MAINTENANCE MANAGEMENT SYSTEM (MMS) RESIDES ON THE EXECUTIVE NODE AND PROVIDES FAA ANAGEMENT WITH DATA ON THE PERFORMANCE OF THE NAS FACILITIES AND SERVICES. THIS PROJECT FUNDS THE PERSONNEL AND COMPUTER OPERATION EXPENSES FOR THE EXECUTIVE NODE. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: JOHN WILSON 202-314-7773 fax 202-863-2838

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO088 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

OBSTRUCTION EVALUATION ANALYSIS PROGRAM (ATS/ASR)

TOTAL LIFE CYCLE COST (IN \$000): \$7,217

DESCRIPTION:

THE OBSTRUCTION EVALUATION ANALYSIS PROGRAM SUPPORTS BOTH INDUSTRY AND FAA REQUIREMENTS WHEN SIGHTING BROADCAST STATIONS UNDER PART 77 OF THE CODE OF FEDERAL REGULATIONS. THE BROADCAST COMMUNITY USES THIS PROGRAM IN THE PRELIMINARY SELECTION OF NEW OR RELOCATED FACILITIES PRIOR TO FILING NOTICES OF PROPOSED CONSTRUCTION OR ALTERATION (FAA FORM 7460-1). THE FAA USES THE PROGRAM WHEN REVIEWING THE FAA FORM 7460-1 AS WELL AS IN THE SITTING OF AIR/GROUND COMMUNICATIONS FACILITIES AND NAVIGATIONAL AIDS. THE OBSTRUCTION EVALUATION ANALYSIS PROGRAM IS BEING UPDATED WITH ADDITIONAL CAPABILITIES AND TO ALIGN MORE CLOSELY THE RESULTS WITH MEASURED DATA. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: JERROLD B. SANDORS 202-267-9720

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO089 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AIRWAY FACILITIES OFFICE AUTOMATION SUSTAIN PROGRAM

TOTAL LIFE CYCLE COST (IN \$000): \$74,932

DESCRIPTION:

This program supports the standard office automation functions in AF. AAF-60 establishes guidelines and standards for the procurement of equipment and software for the program. Each ATS organization uses ATS information system standards to evaluate their organizations information system requirement. These organization then plan and budget the acquisition of equipment and services to support the agency information infrastructure.

The funds are distributed as part of the organizational budgets. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: MIKE SCHNEIBLE 202-267-9638 fax 202-267-5404

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO090 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

OPERATIONAL EN ROUTE COMMUNICATIONS (ATS/AOP)

TOTAL LIFE CYCLE COST (IN \$000): \$665,887

DESCRIPTION:

ALL AIRCRAFT (CIVIL AND MILITARY) OPERATING UNDER INSTRUMENTS FLIGHT RULES (IFR) AND NOT UNDER TERMINAL CONTROL ARE CONTROLLED BY AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCS). ARTCCS USE ULTRA HIGH FREQUENCY (UHF) AND VERY HIGH FREQUENCY (VHF) AIR/GROUND RADIOS AT REMOTE COMMUNICATIONS AIR/GROUND (RCAG) FACILITIES THAT ARE REMOTELY LOCATED FROM THE ARTCCS. THE RADARS USED BY CENTER CONTROLLERS ARE ALSO REMOTELY LOCATED. COMMUNICATIONS WITH ADJACENT CENTERS AND OTHER AIR TRAFFIC FACILITIES ARE ACCOMPLISHED VIA INTERPHONE SERVICE. OPS APPROPRIATION. THIS PROJECT IS FUNDED WITH OPERATIONS FUNDS. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: JOHN WILSON 202-314-7773 fax 202-863-2838

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO091 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

OPERATIONAL FLIGHT ADVISORY AND WEATHER COMMUNICATIONS (ATS/AOP)

TOTAL LIFE CYCLE COST (IN \$000): \$401,507

DESCRIPTION:

FLIGHT SERVICE STATIONS OFFER A BROAD RANGE OF PREFLIGHT AND IN-FLIGHT SERVICES ESPECIALLY AIMED AT GENERAL AVIATION OR NON-AIRLINE PILOTS. FSS'S TAKE WEATHER OBSERVATIONS, ISSUE AIRPORT ADVISORIES, PROVIDE EN ROUTE FLIGHT ADVISORY SERVICE, AND ADVISE CUSTOMS IMMIGRATION OFFICIALS OF TRANSBORDER FLIGHTS. THIS ITEM INCLUDES WEATHER ENHANCEMENTS, WHICH WAS SEPARATELY REPORTED LAST YEAR. OPS APPROPRIATION.

THIS PROJECT IS FUNDED WITH OPERATIONS FUNDS. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: JOHN WILSON 202-314-7773 fax 202-863-2838

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO092 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

OPERATIONAL TERMINAL COMMUNICATIONS (ATS/AOP)

TOTAL LIFE CYCLE COST (IN \$000): \$508,498

DESCRIPTION:

THIS PROJECT SUPPORTS TELECOMMUNICATIONS INCLUDING DATA, CONTROL, AND VOICE SYSTEMS, AT TERMINAL AIR TRAFFIC CONTROL FACILITIES. THE MAJOR TYPES OF FACILITIES USED IN TERMINAL AIR TRAFFIC CONTROL ARE AIRPORT TRAFFIC CONTROL TOWERS (ATCT), AIR/GROUND (A/G) COMMUNICATION FACILITIES, TERMINAL RADAR FACILITIES, INSTRUMENT APPROACH AND LANDING AIDS AND AIRPORT LIGHTING SYSTEM. OPS APPROPRIATION.

THIS PROJECT IS FUNDED WITH OPERATIONS FUNDS. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: JOHN WILSON 202-314-7773 fax 202-863-2838

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO093 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

OPERATIONAL UTILITY COMMUNICATIONS (ATS/AOP)

TOTAL LIFE CYCLE COST (IN \$000): \$258,524

DESCRIPTION:

COMMUNICATIONS UTILITIES ARE THOSE TELECOMMUNICATIONS SUBSYSTEMS THAT SUPPORT MULTIPLE SERVICES OR WHICH COMPRISE SOME FORM OF NETWORK COVERING A WIDE GEOGRAPHIC AREA. COMMUNICATIONS UTILITIES INCLUDE BOTH LEASED AND FAA-OWNED RESOURCES AND PROVIDE TRANSMISSION OF VOICE AND DATA. OPS APPROPRIATION.

THIS PROJECT IS FUNDED WITH OPERATIONS FUNDS. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: JOHN WILSON 202-314-7773 fax 202-863-2838

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO094 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

OTHER ADMINISTRATIVE TELECOMMUNICATIONS

TOTAL LIFE CYCLE COST (IN \$000): \$279,034

DESCRIPTION:

ADMINISTRATIVE TELECOMMUNICATIONS SYSTEMS INCLUDE LOCAL TELEPHONE SWITCHES, LONG DISTANCE VOICE SERVICE, LONG HAUL PACKET SWITCHING, ELECTRONIC MAIL AND A FACSIMILE NETWORK. THESE ADMINISTRATIVE SYSTEMS ARE SERVING THE REGIONAL OFFICES, THE TECHNICAL CENTER, THE MIKE MONRONEY AERONAUTICAL CENTER AND FAA HEADQUARTERS (HQ) AND THE ARTCCS. OPS APPROPRIATION.

THIS PROJECT IS FUNDED WITH OPERATIONS FUNDS. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: JOHN WILSON 202-314-7773 fax 202-863-2838

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO095 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

OTHER AVIATION OPERATIONS COMMUNICATIONS

TOTAL LIFE CYCLE COST (IN \$000): \$3,697,185

DESCRIPTION:

THE SERVICES THAT ARE OTHERWISE UNCLASSIFIED, SUCH AS THOSE ARE REFERRING TO MAINTENANCE, TRAINING AND ADMINISTRATIVE REQUIREMENTS ARE LISTED AS OTHER SERVICES. OPS APPROPRIATION.

THIS PROJECT IS FUNDED WITH OPERATIONS FUNDS. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: JOHN WILSON 202-314-7773 fax 202-863-2838

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO096 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

RESOURCE TRACKING PROGRAM (RTP) (ATS,ANS) (Replaces the Regional Project Mgt. Sys. (rpms))

TOTAL LIFE CYCLE COST (IN \$000): \$7,567

DESCRIPTION:

The RTP provides automated data input to other systems which previously required 30 work years annually of manual data inputting. In addition, the RTP provides tools for approximately 2000 regional engineers, technicians, budget analysts and contractors. As the principal F&E system for project management and control, RTP impacts all Capital Investment Plan (CIP) programs in the area of resource requirement estimates. The RTP provides important data collection functions such as: Logistics systems automatic receipt of bill of material requirements from the RTP. The regional input to the Material Delivery Forecast Module (MDFM). Several DAFIS inputs including labor inputs, project setups and project completion's. Export of the project funding details to the TSSC UNITRACK. F&E budget preparation and submission F&E budget execution and related reports to Congress. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: GLADYS CLAYTON 202-267-7798 fax 202-267-5107

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO097 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

SPECTRUM ENGINEERING AUTOMATION PROGRAM (ATS/ASR)

TOTAL LIFE CYCLE COST (IN \$000): \$15,401

DESCRIPTION:

THE SPECTRUM ENGINEERING AUTOMATION PROGRAM SUPPORTS THE ENGINEERING AND MANAGEMENT REQUIREMENTS OF THE OFFICE OF SPECTRUM POLICY AND MANAGEMENT AS WELL AS THE REGION FREQUENCY MANAGEMENT OFFICES (FMO). THE SYSTEM PROVIDES CONNECTIVITY TO THE GOVERNMENT MASTER FILE OF FREQUENCY ASSIGNMENTS MAINTAINED BY THE NATIONAL TELECOMMUNICATIONS AND INFORMATION ADMINISTRATION THAT ALLOWS THE FAA TO LICENCE ALL THE RADIO FREQUENCY TRANSMITTERS USED IN FAA OPERATIONS. THE SPECTRUM ENGINEERING AUTOMATION PROGRAM CONTAINS NUMEROUS ENGINEERING MODELS, PROVIDES DATA TO SUPPORT THE OBSTRUCTION EVALUATION ANALYSIS PROGRAM, AND WILL ENABLE THE ARTCC'S TO ELECTRONICALLY COORDINATE AIRSPACE CHANGES WITH REGIONAL FMO'S.

This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: JERROLD B. SANDORS 202-267-9720

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO098 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

NETWORK/END-USER SUPPORT (ARA/ACT)

TOTAL LIFE CYCLE COST (IN \$000): \$13,440

DESCRIPTION:

Contractor support for ongoing maintenance and upgrading of the Technical Center LAN; end-user support; Help-Desk services. Operations Appropriations. (FAA-DOT14.3; FAA-SP7.2)

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: SHELLEY YAK (609) 485-6728

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO100 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

NATIONAL/LOCAL APPLICATIONS SYSTEMS MAINTENANCE/DEVELOPMENT FOR CORN/
LAN/OATS (ARA/ACT)

TOTAL LIFE CYCLE COST (IN \$000): \$7,529

DESCRIPTION:

This effort provides the Technical Center with national and local applications system development and maintenance for all agency platforms. This currently includes the Iceman platform, LAN/PC platform and Internet/Intranet platform. R&D funding. (FAA-DOT14.7; FAA-SP7.5)

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: ERNST SEIDER (609) 485-6455

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO101 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ENTERPRISE-WIDE ELECTRONIC MAIL [ARA/AIT]

TOTAL LIFE CYCLE COST (IN \$000): \$17,027

DESCRIPTION:

IMPROVE THE MESSAGE DIRECTORY STRUCTURE BY REENGINEERING THE AUTOMATIC DIRECTORY ENTRY SYSTEM. MANAGE, MAINTAIN, AND UPGRADE THE E-MAIL SYSTEM SO THAT IT PROVIDES SUPPORT FOR THE AGENCY'S MIGRATION TO THE NEXT GENERATION MESSAGING SYSTEM AND DOT's X.500/509 INITIATIVE.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: MAURICE DEARING 202/267-8727

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO102 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

EXECUTIVE INFORMATION SYSTEMS -- CORPORATE INFORMATION PROGRAM

TOTAL LIFE CYCLE COST (IN \$000): \$1,099

DESCRIPTION:

THIS IS AN OPERATIONAL SYSTEM TO PROVIDE AGENCY EXECUTIVES AND MANAGERS WITH ACCESS TO INFORMATION ON AGENCY PERFORMANCE, FINANCIAL STATUS AND AGENCY OPERATIONS. OPERATING COSTS ARE FOR IN-HOUSE STAFF TO OPERATE, MAINTAIN AND

EVOLVE THE SYSTEM.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

PROVIDES A SINGLE COMMON SOURCE FOR A CORPORATE VIEW OF FAA

CONTACT PERSON AND PHONE NUMBER: STEVE HOPKINS 202-267-8160

CONTRACT STRATEGY:

CONTRACTORS ARE REQUIRED TO SUPPORT MAINTENANCE AND ENHANCEMENT OF THE SYSTEM WITHIN THE EVOLVING FAA AUTOMATION ENVIRONMENT.

INITIATIVE ID: FAAOO106 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

INFORMATION TECHNOLOGY CONTRACT SERVICES (ITCS)/OFFICE AUTOMATION [ARA/AIT]

TOTAL LIFE CYCLE COST (IN \$000): \$430

DESCRIPTION:

THE INFORMATION TECHNOLOGY CONTRACT SERVICES (ITCS) PROJECT PROVIDES INFORMATION TECHNOLOGY/ OFFICE AUTOMATION SUPPORT AGENCY WIDE THROUGH THE INFORMATION TECHNOLOGY OFFICE SERVICES (ITOS), NASA SCIENTIFIC AND ENGINEERING WORKSTATION PROCUREMENT (SEWP), GSA ADVANTAGE, GOVERNMENTWIDE AGENCY CONTRACTS (GWAC), AND DOT INFORMATION TECHNOLOGY OMNIBUS PROCUREMENT (ITOP). CUSTOMERS THROUGHOUT FAA AND THE DEPARTMENT OF TRANSPORTATION CAN ORDER FROM THESE CONTRACT VEHICLES.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Regina Fletcher, 202-267-7806

CONTRACT STRATEGY:

BITS, GWACS,

INITIATIVE ID: FAAOO107 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AIR TRAFFIC OFFICE AUTOMATION SUPPORT (AAT)

TOTAL LIFE CYCLE COST (IN \$000): \$17,146

DESCRIPTION:

THERE ARE NO SPECIFIC PROJECTS IN THIS CATEGORY. THESE FUNDS REPRESENT THE COST OF PROVIDING OFFICE AUTOMATION SUPPORT THROUGHTOUT THE NINE REGIONS AND IN WASHINGTON HEADQUARTERS. THIS SUPPORT COVERS APPROXIMATELY 24,000 AIR TRAFFIC EMPLOYEES, WITH MORE THAN 2000 WORKSTATIONS AND OVER 50 SERVERS.

THIS PROJECT IS FUNDED WITH OPERATIONS FUNDS. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: DIANE JONES 202-267-8294 fax 202-267-5455

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO113 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

CENTRALIZED TRAVEL TRAINING MANAGEMENT SYSTEM (CTTMS)

TOTAL LIFE CYCLE COST (IN \$000): \$2,422

DESCRIPTION:

THE FAA NEEDS TO PROVIDE TIMELY AND RELIABLE DATA TO SUPPORT THE MANAGEMENT OF TRAINING TRAVEL DOLLARS FOR TECHNICAL TRAINING FOR THE AGENCY. THE CTTMS USES QUOTA AND ENROLLMENT INFORMATION FROM THE CENTRALIZED PERSONNEL MANAGEMENT INFORMATION SYSTEM (CPMIS) AND RAVEL OBLIGATION INFORMATION FROM THE DEPARTMENTAL ACCOUNTING FINANCIAL INFORMATION SYSTEM (DAFIS) TO MANAGE THE DOLLARS REQUIRED TO SUPPORT THE TRAINING TRAVEL.

*****THE DOLLARS PROVIDED ARE FROM THE FY-96 PLAN - NO DOLLARS WERE PROVIDED IN THE FY-97 PLAN - ADDITIONS WERE MADE TO REFLECT THE DOLLARS IN FY-02*****

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: JUDY LYDE 405-954-8562

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO116 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

EMPLOYEE EXPRESS (EE) - AHR

TOTAL LIFE CYCLE COST (IN \$000): \$1,643

DESCRIPTION:

FAA joined a consortium of Federal agencies to develop the Employee Express (EE) system. EE gives employees the power to change the data in their personnel and payroll records in matters for which they have discretion. Nine modals within the Department of Transpiration have joined FAA in using this innovative automated system.

Life cycle cost estimates assume 10-year life cycle

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Employee Express is a major reengineering initiative within Personnel Reform and has been a key Federal Aviation Administration (FAA) reform endeavor. EE saves time and effort; employees no longer need to submit forms to their personnel/payroll offices and can make benefits changes at any time and from any telephone. Employees feel more empowered and more in control. EE saves money and administrative staff; no need for payroll/personnel offices to key in thousands of transactions and to handle thousands of paper forms. Employee controls and feels responsible for quality of input.

CONTACT PERSON AND PHONE NUMBER: Vi Garland, 202-267-9998

CONTRACT STRATEGY:

Project is maintained by OPM. FAA/DOT funds its share, along with 18+ Federal agencies, under reimbursable agreements with OPM.

INITIATIVE ID: FAAOO119 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

SOUTHWEST REGION AUTOMATION TECHNOLOGY (SWAT) CONTRACT SUPPORT SERVICES (ASW)

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

THIS PROJECT PROVIDES A BASIC LEVEL OF AUTOMATION TECHNOLOGY SUPPORT SERVICES (VIA A CONTRACT) FOR LAN ADMINISTRATION, SYSTEMS PROGRAMMING, LAN AND HARDWARE MAINTENANCE, AND USER SUPPORT TO ALL ORGANIZATIONAL ELEMENTS IN THE SOUTHWEST REGION. AS THE NUMBER OF FAA EMPLOYEES DECLINE MORE CONTRACTOR SUPPORT WILL BE REQUIRED IN FUTURE YEARS. AN IDIQ (INDEFINITE DELIVERY, INDEFINITE QUANTITY) CONTRACT WILL ALLOW EXPANSION OF SERVICES AS REQUIRED. OPERATIONS APPROPRIATION.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: BARBARA HALL 817-222-5444

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO120 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

SOUTHWEST REGION AUTOMATION TECHNOLOGY (SWAT) PLAN (ASW)

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

THIS IS THE DIRECT SERVICES AND SUPPORT STAFF OFFICE AUTOMATION TECHNOLOGY PLAN FOR THE SOUTHWEST REGION. IT PROVIDES WORKSTATIONS, SERVERS, SUPPORT EQUIPMENT AND RELATED SOFTWARE HORIZONTAL CONNECTIVITY THROUGHOUT THE REGION. SWAT WILL PROVIDE ACCESS TO THE DS AND SS SUPPORT SERVICES AND SYSTEMS. BY FY 1996 MOST OF THE HARDWARE AND PROBABLY SOFTWARE WILL REQUIRE UDDATING AND REPLACING. THIS REPLACEMENT PLAN SHOULD RECUR EVERY 2 TO 3 YEARS. OPERATIONS APPROPRIATION.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: BARBARA HALL 817-222-5444

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO147 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

DG/COMPUTER/LAN OPERATIONS SUPPORT (ARA/ACT)

TOTAL LIFE CYCLE COST (IN \$000): \$190

DESCRIPTION:

This project provides operations support for the Technical Center's Data-General computers and production application systems file servers, printers, and communications equipment. Operations Appropriations. (FAA-DOT14.5; FAA-SP7.2)

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: ERNST SEIDER (609) 485-6455

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO150 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Aeronautical Data Link (ADL) (does not include TDLS)

TOTAL LIFE CYCLE COST (IN \$000): \$201,575

DESCRIPTION:

Aeronautical Data Link has been identified by the aviation industry as a source of significant user benefits, and as the key enabling technology for "Free Flight". Today's air traffic control system is taxed by the ever increasing levels of air traffic and the limitations imposed by congested voice communications. This program provides the infrastructure to establish data connectivity and facilitate the effective exchange of controller-pilot communications and Flight Information Services (FIS) using digital technology. Evolution of the current air traffic control system to support "Free Flight" requires high levels of airborne and ground system automation integration. This capability can only be achieved through data link. Traffic flow management programs such as the User Request Evaluation Tool (URET), Center/TRACON Automation System (CTAS), and other next-generation programs such as Surface Movement Advisor (SMA) require the communications functionality provided by the ADL program. En Route CPDLC is the only Aeronautical Data Link project identified as part of Free Flight Phase I.

To date, the Aeronautical Data Tower Data Link Service (TDLS), providing Pre-departure Clearance (PDC) and Digital Automatic Terminal Information Service (D-ATIS) to aviation users through Aircraft Communication and Reporting System (ACARS), has been implemented at 57 sites. Terminal Weather Information for Pilots (TWIP) software, providing weather information to aviation users, was developed and integrated into Terminal Doppler Weather Radar (TDWR). Traffic Information Service (TIS), providing a situational awareness service to general aviation users under Mode S coverage, has been developed and integrated into the Mode S Radar.

En Route CPDLC will provide two-way exchange of data link Air Traffic Control (ATC) messages between ground and air via a service provider subnetwork. The first implementation phase will incorporate limited CPDLC capabilities into controller displays, keyboards, and procedures, in order to provide an initial, fully integrated data link communications capability. Subsequent En Route CPDLC implementation phases will support two-way digital exchange of ATN-compliant ATC messages between ground and air and provide a fully integrated digital data link communications capability. CPDLC software in the Host Computer System and Data Link Applications Processor (DLAP) will provide ATN functionality and compliance, enabling the transmission of ATC clearances and information to ATN-equipped aircraft as well as providing the ground end system.

The Host Interface Device/National Airspace System Local Area Network (HID/NAS LAN) subsystem will provide the interface for aeronautical data link and the en route domain infrastructure programs (i.e., CTAS and URET) to be implemented as an element of the Host computer system.

The Graphical Weather Service (GWS) will provide, via data link, an initial graphic and text weather product dissemination capability to the cockpit. This service capitalizes on existing FAA investments and infrastructure. This will be achieved by rehosting software previously developed for the data link processor (DLP-2) system onto a Commercial Off The Shelf (COTS) platform

JUSTIFICATION - PERFORMANCE AND SAVINGS:

The Air Transport Association (ATA) has identified \$4 billion of unnecessary costs due, in part, to ATC communications-related inefficiencies, and has stated that ADL is one of the key elements of NAS

automation needed to reduce these costs. An FAA ADL benefits study demonstrated that en route data link enabled increases in NAS system capacity and efficiency that would yield \$337 million per year (for the 43 Sectors identified in this study) in cost savings to airspace users. Significant additional benefits of \$152 million were demonstrated and quantified by a study of data link in terminal airspace. (Terminal benefits study [May 1996] data indicates the potential for increasing capacity at Newark [NY TRACON] through the use of controller-pilot data link communications.) Data link services will enhance safety by allowing direct pilot access to weather and ATC information and by substantially reducing communications errors. Controller workload will be reduced by virtue of the additional communications channel provided. FAA implementation of the ATN will support the worldwide use of common data link avionics and support the evolution to uniform operational procedures across all airspace domains. Benefits resulting from the current tower data link services (i.e., pre-departure clearance service) alone (estimates based on input from Northwest Airlines) are estimated at \$46,300,000 per year.

CONTACT PERSON AND PHONE NUMBER: Lockett K. Yee, 202-358-5106

CONTRACT STRATEGY:

CPDLC software (T&M); CPDLC Hardware (TBD); HID/NAS LAN (FFP/T&M); GSW (TBD)

INITIATIVE ID: FAAOO151 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

DATA MULTIPLEXING NETWORK (DMN) (ARA/AND) (CIP-11)

TOTAL LIFE CYCLE COST (IN \$000): \$134,457

DESCRIPTION:

The DMN provides the National Airspace System (NAS) with state-of-the-art data communications technologies for cost-effective point-to-point data transmissions. These technologies include data multiplexing, which significantly increases telecommunication circuit by combining several communications requirements over a single leased line; and automated network monitoring and control, which enables the identification of failed network elements from central locations and allows real-time circuit restoration.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

DMN provides significant economic and operational benefits. As the Phase IIIA and Phase IIIB networks are implemented, thousands of existing leased lines can be eliminated, and future requirements for leased lines will be reduced. Over 2,000,000 per year in leased communications savings/cost avoidance is currently being realized. Additional savings will be achieved as Phase 1/II equipment, which is outdated and expensive to maintain, is replaced with Phase III systems. The reliability of communications between air traffic controllers and pilots is vital to the safe operation of the air traffic control system. Operationally, automated network monitoring and control systems will improve the reliability and the availability of essential NAS communications services.

SUMMARY OF OBLIGATIONS/FUTURE FUNDINGS DOES NOT INCLUDE ASSOCIATED OPS FUNDING

CONTACT PERSON AND PHONE NUMBER: Derek Bigelow, 202 314-7750

CONTRACT STRATEGY: IDIQ

INITIATIVE ID: FAAOO152 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

EMERGENCY TRANSCEIVER REPLACEMENT (TRP) (ARA/AND) (CIP-10)

TOTAL LIFE CYCLE COST (IN \$000): \$9,900

DESCRIPTION:

The Emergency Transceiver Replacement program provides portable UHF/VHF transceivers, with the capacity to provide sustained operation of at least 30 minutes from internal batteries or continuous operation from external AC or DC power sources. These units provide emergency Air/Ground Communication at towers, and TRACONS in case of catastrophic power or communications failure as when fire or other disaster forces evacuation of the facility.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

This project will replaced obsolete emergency tranceivers equipment in airport traffic control towers and terminal radar approach control facilities. This equipment is required to provide a backup emergency tranceiver communications capability for critical air traffic operations at these facilities. In the event of a main communication failure these emergency transceivers will provide for last resort communications with aircraft in the terminal environment.

SUMMARY OF OBLIGATIONS/FUTURE FUNDING DOES NOT INCLUDE ASSOCIATED OPS COSTS

CONTACT PERSON AND PHONE NUMBER: Derek Hamilton, 202-493-4816

CONTRACT STRATEGY:

IDIQ Indefinite Delivery Indefinite Quantity contract vehicle to accommodate requirements. Firm Fixed Price (FFP) contracts are preferred because commercial-off-the-shelf (COTS) and nondevelopmental-item (NDI) systems are generally available to delivery requirements.

INITIATIVE ID: FAAOO154 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

NAS RECOVERY COMMUNICATIONS (RCOM) (ARA/AND) (C-18)

TOTAL LIFE CYCLE COST (IN \$000): \$79,400

DESCRIPTION:

This project supports Executive Orders 12472 and 12656, and National Security Decision Directives 47, 97, 145, 180, 286 and 314. This project ensures the existing National Radio Communication System (NARACS) remains fully capable of establishing minimum essential command and control communication necessary to direct the management, operation, and reconstitution of the NAS in support of the FAA/DOT mission during a national, regional, and /or local emergency in the event the normal common carrier telecommunication/landline connectivity between NAS facilities is interrupted. The RCOM project will provide improved NARACS emergency communications essential during and after earthquakes, hurricanes and tornadoes. This improved emergency communications network will continue to save flying hours for FAA flight inspection aircraft. The communications network plan for RCOM is designed to better serve emergency communications, which includes routine daily communication activities for aviation security, accident investigation, and dispatching and redirecting airway facilities maintenance technicians and supplies. The initial mission of this project is to complete the existing NARACS network and subsequently establish and/or improve the necessary redundancy, mobility, connectivity, interoperability, and restorability to obtain survivability of FAA telecommunications during conditions of crisis or national emergency.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

The recovery communications project is separated into two phases:

Phase I involves completing high frequency/single side band (HF/SSB) upgrades including installation and training. Phase I ensures that if all commercial communications are disrupted, the FAA can use the high frequency system to remain in contact with national command and FAA authorities.

Phase II will provide equipment for both emergency and routine communications for accident investigators, Airway Facilities maintenance technicians, aviation security personnel and other local FAA managers to ensure reliable communications exist at the regional level. This project upgrade

expands, and enhances the existing very high frequency/frequency modulated (VHF/FM) emergency communications network by improving system reliability and availability. International radio frequency integration dictates that all VHF/FM radios use 12.5 kilohertz frequency bandwidth channelization instead of the current 25 kilohertz bandwidth. Changes to the radio frequency channelization plan require replacing all existing multi-channel transceivers that use 25 kilohertz channelization. The program office will use a commercial-off-the shelf approach, if possible, to acquire replacement transceivers, repeaters, and associated equipment.

A Cost Benefits Analysis (CBA) for both RCOM segments has been performed and indicated that the RCOM program provides a total net present value (NPV) of \$10.0M (in FY 96 dollars) of benefits for the program over its life cycle. The new RCOM equipment directly benefits the FAA in the form of lowered periodic and correctional maintenance costs of the old and technically obsolete RCOM equipment in the field. Because this program is already in its installation phase and many of the one-time costs are sunk, for each F&E dollar reduction there would be approximately 1.50M in lost benefits due to keeping the existing equipment in place.

CONTACT PERSON AND PHONE NUMBER: Dave Kuraner, 202-493-4817

CONTRACT STRATEGY:

Requirements Based

INITIATIVE ID: FAAOO155 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

NEXT GENERATION VHF AIR/GROUND COMMUNICATIONS (NEXCOM) (Segment 1) (ARA/AND) (CIP-21)

TOTAL LIFE CYCLE COST (IN \$000): \$407,600

DESCRIPTION:

Air/Ground (A/G) communications is the most fundamental, essential and safety critical element of the Air Traffic Control (ATC) System. The very high frequency (VHF) and ultra high frequency (UHF) A/G communication links necessary to support all phases of flight for en route, terminal, and flight service operational environments are provided by an infrastructure consisting of approximately analog 46,000 radio units installed at nearly 4,000 sites. The continuous growth in air traffic, along with the introduction of new services (such as the broadcast and transmission of new weather services), has driven a proportional demand (approximately 4%/year) for new A/G communications frequency assignments (channels) that can no longer be satisfied with the available spectrum in high density areas. The lack of available spectrum for new radio channels will preclude the addition of new ATC sectors, runways, and other A/G services needed to maintain the efficiency and effectiveness of the NAS. This inability to enlarge and adjust the NAS to accommodate air traffic growth will result in unacceptable delays for the system users and increase the potential for safety related incidents. In addition, the existing A/G radios are expensive to maintain, have no data link capability, are susceptible to radio frequency interference, and have no security against unauthorized users and channel blockage.

Approach/Scope: The NEXCOM program will implement a digital radio system using a Time Division Multiple Access (TDMA) format that will relieve the spectrum congestion problem, afford additional channel control and security, and provide the capability for A/G datalink. The program will be implemented in three segments. Segment One addresses the High and Ultrahigh ATC voice channels in the en route environment. New multimode remote site equipment will be deployed beginning in 2002 that will operate in the current analog mode until the users can equip with the new avionics (2005), when a sector by sector cut-over will begin. Segment One will be completed in 2008. Segment Two (2005-2010) adds the Ground Network Interface (GNI) and Telco lines necessary to provide datalink capability to all the en route channels converted to digital voice in Segment One. Segment Three implements both digital voice and data capability in the high density terminal areas, and provides for the replacement of all remaining VHF and UHF radios and associated equipment. In addition to implementing the new

technology, NEXCOM must assume the growth and sustainment responsibility currently addressed by the legacy A/G programs as those programs expire.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Mission Need: The primary mission and objectives of the NEXCOM program are: 1) accommodates increased radio spectrum demands, 2)-address maintainability of infrastructure. 3) Provide data link capabilities and 4) address security concerns of current systems.

Basis for Selecting the Project: In August 1997, an investment analysis group was convened to perform market surveys, discuss alternative analysis, spectrum issues, requirements, and maintenance and transition issues. Based on the investment analysis results, the NEXCOM program will implement a digital radio system using a Time Division Multiple Access (TDMA) format that will relieve the spectrum congestion problem, afford additional channel control and security, and provide the capability for Air/Ground data link.

Life-Cycle Cost Estimate: The TOTAL LIFE CYCLE COST (IN \$000)s pertain to the entire NAS-Wide A/G communications system, given that NEXCOM Segment 1 is implemented. The planned funding for the legacy programs, while not a part of the NEXCOM Segment 1, is included in the total system Life Cycle Cost. TOTAL LIFE CYCLE COST (IN \$000)s are per the Acquisition Program Baseline, approved May 1998, is 952.2M

Benefit Cost Ratio: The ratio estimate for cycle costs, user costs, and user benefits are 1.0-1.8 based on a range of estimates at the 20/80% and 80/20% confidence level \$(M).

Key Assumptions: The transitional approach for the NEXCOM program employs a three-segment philosophy to achieve spectrum relief in certain high-density traffic areas in the NAS. Segment 1—Initial deployment of NEXCOM radios and Radio Interface Units (RIUs) in the High/Super High and collocated Low en route Remote Control Facilities (RCFs) will occur. Cut over to digital voice (High/Super-High sectors only) begins in 2005 at RCFs where installation of NEXCOM radios has already been accomplished. 2008 will implement digital voice capabilities in the entire High/Super-High en route environment.

Segment 2—Installation of the Ground Network Interfaces (GNIs) at the Air Route Traffic Control Centers (ARTCCs) and connection to data sub-networks through the Aeronautical Telecommunication Network (ATN) Router will occur. Additional telecommunication services will also be installed at this time for GNI and RIU interfacing. By 2010 the system will be capable of supporting data link communications in the High/Super-High en route sections.

CONTACT PERSON AND PHONE NUMBER: Dieter Thigpen, 202-493-4822

CONTRACT STRATEGY:

Planned completion of the Acquisition Strategy Paper in February 2000.

Segment 3—Installation of NEXCOM equipment in selected High Density Terminal Air Space (HDTAS). This segment will concentrate on the 57 Tower Data Link Services (TDLS) equipped airports and their associated TRACONS. Cut over to digital voice and data link capabilities will commence. Portions of the Low en route sectors that feed this terminal airspace will also be cut over at this time.

Refer to the NEXCOM Investment Analysis Report for a list of the assumptions developed to support the implementation of NEXCOM.

Programmatic Risk: The NEXCOM program is dependent on the current legacy Air/Ground Communication programs. These programs are CFE Expansion, CFE Replacement, BUEC, RCE, and RFI. NEXCOM depends on these programs to be fully funded per the CIP funding profile. If not, NEXCOM will not be able to meet its cost baseline. The funding for the legacy programs is approximately \$198M.

Site activation costs are predicated on the current infrastructure programs (F-11, Power System Sustain Support and F-12, Modernize and Improve FAA Buildings and Equipment Sustained Support) receiving full funding prior to and during NEXCOM implementation. If not, NEXCOM will not be able to meet its cost baseline.

The NEXCOM system requires additional facilities due to Radio Frequency Interference (RFI); the program may not be able to meet its cost baseline.

A very detailed spectrum transition plan is required. If this plan is not done in a timely manner the program will not meet its schedule baseline.

The development of standards needs to be finalized as soon as possible to keep to the schedule baseline.

INITIATIVE ID: FAAOO159 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Voice Switching and Control System (VSCS)

TOTAL LIFE CYCLE COST (IN \$000): \$1,746,000

DESCRIPTION:

This program operates and maintains voice switching and communications system (VSCS) installations located at air route traffic control center (ARTCC) facilities.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Mission Need: Provide an integrated, state of the art hardware with advanced software, digital air-to-ground (A/G) and ground-to-ground (G/G) voice and data communications switching system to replace the WECO-300 and 4 channel equipment at the 21 operational Air Route Traffic Control Centers (ARTCCs), the FAA Technical Center, and the FAA Academy.

Basis for Selecting the Project: Mission need; Programmatic risk, Full competition between two prototype systems.

Life-Cycle Cost Estimate: Based on the January 31, 1994 Cost Benefit Analysis, the VSCS life cycle costs are estimated to be \$1,746 million constant 1994 dollars, including sunk costs.

Benefit/Cost Analysis: The benefits for VSCS are based on a January 31, 1994 analysis which indicates a Cost Benefit ratio of 2.9:1. The benefits derived from this study are maintenance savings and reduced delays.

Key Assumptions: VSCS is installed in three distinct phases.

Phase I: Installation into the present AT Controller consoles at twenty one Air Route Traffic Control Centers (ARTCCs) to replace the WECO-300 and 4 Channel Equipment. This phase commenced in December 1991 and was complete with the Operational Readiness Date at Jacksonville Center in February 1997.

Phase II: Installation of the VSCS Console Equipment and VSCS Training and Backup Switch (VTABS) into the Display System Replacement Common Console commences with Seattle in August 1997 and concludes with the last delivery at Indianapolis in October 1999.

Phase III: Post deployment support. This includes the following post Operational Readiness Deployment activities: Pre-Planned Product Improvements, second level support to the operational sites, and

transition of support from Facilities & Engineering (F&E) to the Operations (OPS) Budget.

Programmatic risk: Low

CONTACT PERSON AND PHONE NUMBER: Mike Rymond, 202-366-4688

CONTRACT STRATEGY:

1. The contract with the Prime Contractor, Harris Transcomm is tracked and reported by performance based earned value system.
2. Performance based contracts are utilized for production labor, software development, and program management. Non-performance based contract types are utilized for hardware procurement and installation support. Hardware was procured under firm fixed price contracts. Installation support was provided under a time and materials contract.

INITIATIVE ID: FAAOO160 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

SUSTAINING BACKUP EMERGENCY COMMUNICATIONS (BUEC) (ARA/AND) (CIP-09)

TOTAL LIFE CYCLE COST (IN \$000): \$68,000

DESCRIPTION:

The existing backup emergency communications (BUEC) system has been consistently identified as one of the most urgent maintenance and logistics problem in the NAS. The present BUEC system for air route traffic control centers (ARTCCs) was initially installed in the late 1960s. The decreasing availability of spare parts and the associated maintenance problems with the thirty year old BUEC equipment have resulted in an unacceptable growth in support costs.

Spare parts utilizing the older technology can no longer be procured. Expensive re-engineering efforts have been necessary to fit new parts into the existing BUEC equipment. The FAA Logistics Center (FAALC) estimates this cost will increase 13% per year due to re-engineering efforts alone. These FAALC costs are in addition to more frequent trips to BUEC sites by regional technicians due to increasing mean-time-to-repair (MTTR) of the old BUEC equipment. Outages due to the non-availability of spare parts are also becoming more frequent.

Using commercially available equipment, the BUEC program will replace the existing emergency back up communications systems at twenty ARTCCs with reliable and supportable VHF and UHF transmitters and receivers, radio control equipment, and antennas. The transmitters, receivers, radio control equipment, and antennas will be procured from existing FAA contracts and integrated at various remote sites. All system integration and site preparation efforts will be performed regionally, thus eliminating the need for a national implementation contract. In FY 1999, \$8,500,000 is requested for hardware procurement for 400 channels at 9 centers and systems integration, site preparation and installation for 180 channels at four centers.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

A Cost-Benefit Analysis (CBA) indicated that the BUEC program provides a total net present value (NPV) of \$18.3 million (in FY 1996 dollars) of benefits for the program over its life cycle. Because this program is already in the installation phase and many of the one-time costs are sunk, the new BUEC equipment at twenty ARTCCs would provide approximately \$1.42 in operations and maintenance savings for every dollar of F&E expenditures over the equipment life versus keeping the old BUEC equipment in place. Additionally, the cost of spare parts at the FAA Logistics Center (FAALC) will be reduced by using the existing BUEC equipment salvaged from the ARTCC's where new equipment has been installed to support those yet to be converted. It is also anticipated that the operational availability of the BUEC system will be greater. The new configuration and equipment will provide benefits to the airline industry and the flying public in terms of more efficient flight operations and fewer delays. The new

technology of the BUEC equipment will also decrease radio frequency interference, reducing the chances of miscommunication between controllers and pilots. Because benefits cannot begin until an entire ARTCC has been implemented with new equipment, the program schedule for completion of each ARTCC is very important.

CONTACT PERSON AND PHONE NUMBER: Dieter Thigpen, AND-340

CONTRACT STRATEGY:

IDIQ Indefinite Delivery Indefinite Quantity contract vehicle to accommodate requirements. Firm Fixed Price (FFP) contracts are preferred because commercial-off-the-shelf (COTS) and nondevelopmental-item (NDI) systems are generally available to delivery requirements.

INITIATIVE ID: FAAOO161 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

PORTABLE PERFORMANCE SUPPORT SYSTEM (PPSS) (AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$9,240

DESCRIPTION:

THE PPSS AKA THE PERFORMANCE ENHANCEMENT SYSTEM (PENS) AND NOW KNOWN AS THE ON-LINE AVIATION SAFETY INSPECTION SYSTEM (OASIS) PERMITS FLIGHT STANDARDS (AFS) FIELD INSPECTORS TO ACCESS THE MOST CURRENT REGULATIONS AND AVIATION SAFETY INFORMATION EASILY AND EXPEDITIOUSLY FROM A VARIETY OF DATA BASES. INSPECTORS ACCOMPLISH THIS USING LAPTOP DEVICES IN DISPERSED GEOGRAPHIC LOCATIONS WITHOUT HAVING TO RETURN TO THEIR HOME OFFICE. THE INFORMATION, CONTAINED IN NUMEROUS REFERENCE MATERIALS, IS REQUIRED WHETHER INSPECTING AN AIR OPERATOR, AIRCRAFT, AN AIR AGENCY OR AN AIR PERSON. THE CAPABILITY TO RECORD INSPECTION INFORMATION AT THE INSPECTION LOCATION HELPS ASSURE MORE ACCURATE AND TIMELY DATA INTO SAFETY DATA BASES THAN WAS PREVIOUSLY POSSIBLE; AND THUS, IS A KEY COMPONENT OF DATA QUALITY. DATA QUALITY PLAYS A MAJOR ROLE IN THE SUCCESS LEVEL OF STATE-OF-THE-ART DECISION SUPPORT SYSTEMS SUCH AS THE SAFETY PERFORMANCE ANALYSIS SYSTEM (SPAS).

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: STEVE CUMMINS (425) 227-2577

CONTRACT STRATEGY:

There are four contract types producing funds for OASIS:

Time and Materials
Cost Reimbursement
Firm Fixed Price
Cost Plus Fixed Fee

INITIATIVE ID: FAAOO162 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

RADIO CONTROL EQUIPMENT (RCE) (ARA/AND) (CIP-04)

TOTAL LIFE CYCLE COST (IN \$000): \$278,865

DESCRIPTION:

This project replaces present radio signaling and tone control equipment and improves operational performance and reduces maintenance costs. The new control equipment will eliminate operational deficiencies and improve air-ground communications services. This equipment will be used for controlling radio assets at remote center air/ground communications facilities (RCAG), remote transmitter/receiver (RTR), and remote communications outlet (RCO) facilities.

The existing tone control equipment incorporates obsolete tube/relay devices that have functional system deficiencies, such as push-to-talk keying delays, false transfers of equipment, no main/standby equipment status readback, improper impedance switching, and low unit reliability. The existing system is not transparent to user demands and reconfigurations, which leads to lowered productivity and inefficiency. The new equipment must meet current and future requirements of air route traffic control centers (ARTCC), terminal radar approach control (TRACON) facilities, Air Traffic Control Towers (ATCT), and automated flight service stations (AFSS).

Provide \$10,300,000 for the installation of RCE that is of a singular design, modular, flexible, and expandable to meet capital investment plan (CIP) requirements for the ARTCC/RCAG, TRACON/RTR, ATCT/RTR and AFSS/RCO facilities. Equipment replacement will be completed in three phases. The first phase is replacement of obsolete tube/relay and solid state/relay devices. This effort is complete. The second phase is ARTCC expansion and TRACON consolidation requirements. The final RCE replacement requirements will satisfy the interfaces with the voice switching and control equipment (VSCS) and radio interfaces at the RCAGs, RTRs, and RCOs. RCE replacement hardware has been procured. The requested funding in FY 1999 would be used to install 2,140 channels of logistically supportable RCE.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Benefits: This program will replace the present radio control equipment and improve operational performance and reduce maintenance costs. The reliability of communications between air traffic controllers and pilots as well as other controllers is vital to the safe operation of the air traffic control system. A Cost-Benefit Analysis (CBA) for this program has been performed and indicated that the RCE program provides a total net present value (NPV) of \$50.0 million (in FY 1996 dollars) of benefits direction to the FAA over the program's life cycle in the form of lower periodic and correctional maintenance costs associated with the old and technically obsolete equipment in the field. Because this program is already in the installation phase and many of the one-time costs are sunk, for each F&E dollar reduction there would be approximately \$2.60 in lost benefits due to keeping the existing equipment in place.

CONTACT PERSON AND PHONE NUMBER: Dieter Thigpen, AND-340

CONTRACT STRATEGY:

IDIQ Indefinite Delivery Indefinite Quantity contract vehicle to accommodate requirements. Firm Fixed Price (FFP) contracts are preferred because commercial-off-the-shelf (COTS) and nondevelopmental-item (NDI) systems are generally available to delivery requirements.

INITIATIVE ID: FAAOO163 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

LAN/WAN PROJECT (AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$6,140

DESCRIPTION:

THE CERTIFICATION AND REGULATION (AVR) LINE OF BUSINESS, INCLUDING THE FLIGHT STANDARDS SERVICE, NEEDS TO PROVIDE ACCURATE, TIMELY, ACCESSIBLE, AND RELIABLE DATA FOR USE BY ITS WORK FORCE IN AN INTEGRATED, STRATEGIC PROCESS. THE LAN/WAN

PROJECT WILL IMPLEMENT AN AVR-WIDE AREA NETWORK TO SUPPORT BUSINESS FUNCTIONS, SUPPORT ACTIVITIES AND CONTINUED DEVELOPMENT OF BUSINESS MODELS. THE NETWORK HAS BEEN INSTALLED AND TESTED BETWEEN THE CENTRAL REGION, OKLAHOMA CITY AND FAA HEADQUARTERS. CIRCUITS AND EQUIPMENT HAVE BEEN ORDERED FOR WAN ACCESS FOR ALL FSDOs/MIDOs.

THIS INITIATIVE IS REQUIRED TO ASSURE THAT A FULLY INTEGRATED COMMUNICATIONS SYSTEM IS CONTAINED WITHIN THE CERTIFICATION AND REGULATION LINE OF BUSINESS. FUNDS WILL BE USED TO ACQUIRE AND DEPLOY CIRCUITS AND ROUTERS FOR ALL AVR GEOGRAPHICALLY REMOTE SITES. INTERCONNECTIVITY WILL PROVIDE THE MOST EFFICIENT USE OF RESOURCES THAT ARE TO BE LEVERAGED AMONG ALL THE SERVICES/OFFICES WITHIN AVR. IF NOT FUNDED, THE AVR WILL HAVE TO RELY ON PRESENT COMMUNICATIONS WHICH ARE SLOW AND DATA WILL NOT BE ABLE TO BE SHARED WITHIN THE ENTIRE ORGANIZATION.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

The LAN/WAN project meets design objectives of the AVR/AFS proposed Enterprise Data and Architecture and ensures that a fully integrated and efficient communications system is shared within the entire certification and regulation line of business.

CONTACT PERSON AND PHONE NUMBER: CLINT TURNIPSEED 405 954-7065

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO164 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

NAS TELECOMMUNICATIONS SUPPORT (ARA/ACT)

TOTAL LIFE CYCLE COST (IN \$000): \$1,480

DESCRIPTION:

Telecommunications Management and Operations (TM&O) functions were transferred to the Technical Center during FY93. The TM&O Team will continue to provide direct support to NAS technical projects, including NAS automation systems, AAS, ASL, human factors, DBRITE, CTAS, and VSCS for research and development of national systems. The initial project request for the Technical Center that requires resources for designing networks utilizing FTS2000 and LINCOS circuits with diversity was made in FY93. Operations Appropriations. (FAA-DOT14.3; FAA-SP7.2)

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: RONALD H TURING (609) 485-4376

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO165 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

COMPUTER BASED INSTRUCTION (CBI) TRAINING SYSTEM [AAD/AMC]

TOTAL LIFE CYCLE COST (IN \$000): \$103,000

DESCRIPTION:

THE FAA'S DISTANCE LEARNING PROGRAM'S PRIMARY FOCUS IS ON COMPUTER BASED INSTRUCTION (CBI). CBI PROVIDES A STANDARD INFRASTRUCTURE FOR NON-RESIDENT TRAINING DELIVERY AND INFORMATION TECHNOLOGY (IT) SUPPORT. THE CBI SYSTEM IS DIRECTLY RELATED TO CIP PROJECT M-10. CBI DIRECTLY SUPPORTS THE NAS WITH NETWORK ENGINEERING, TRAINING AND JOB AIDES. CBI CONSISTS OF APPROXIMATELY 2600 MULTIMEDIA PLATFORMS LOCATED AT APPROXIMATELY 1450 FAA SITES, ON-LINE SUPPORT (2 CYBER 830

MAINFRAMES AND DATA MULTIPLEXING NETWORK-DMN), AND QUARTERLY CD-ROM PUBLICATION AND DISTRIBUTION TO ALL SITES. FUTURE PLANS INCLUDE PLATFORM AND CENTRAL SYSTEM UPGRADES, INTEGRATION SUPPORT, AND ONGOING CONVERSION OF RESIDENT-BASED TRAINING ACROSS THE FAA WITH ADDITIONAL UPGRADES TO DIGITAL VIDEO DISPLAY TECHNOLOGY. THIS SYSTEM REPLACES AND OR COMPLEMENTS PORTIONS OF THE FAA RESIDENT TRAINING PROGRAM AT A SAVINGS OF \$300 MILLION OVER A TEN YEAR PERIOD. IF THIS PROGRAM WERE NOT INITIATED THERE WOULD BE A SIGNIFICANTLY GREATER COST FOR REQUIRED TRAINING IN ALL FAA SPECIALITIES AND CRITICAL SHORT FALL OF TRAINING REQUIREMENTS MET. MOST OF THE FAA GOALS WOULD BE IMPACTED NEGATIVELY.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Performance and savings

CONTACT PERSON AND PHONE NUMBER: JERRY SPARKS (405) 954-3140

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO166 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

SAFETY PERFORMANCE ANALYSIS SYSTEM (SPAS) (AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$41,000

DESCRIPTION:

THE SAFETY PERFORMANCE ANALYSIS SYSTEM (SPAS) WILL PROVIDE INDICATORS THAT WILL REQUIRE INTERPRETATION BY FAA AVIATION SAFETY INSPECTORS. IT IS INTENDED THAT THESE INDICATORS AND THEIR UNDERLYING DATA WILL ASSIST IN DIAGNOSING A CERTIFICATE HOLDER'S POSTURE COMPARED WITH OTHERS IN THE SAME CLASS. IN ADDITION, HISTORICAL DATA WILL BE COMPILED AND STORED, THUS ALLOWING THE EXPERIENCED INSPECTORS TO IDENTIFY UNFAVORABLE TRENDS AND/OR DEVIATIONS FROM NORMAL PATTERNS OF BEHAVIOR.

SPAS WILL ALLOW EXPERIENCED INSPECTORS TO FOCUS THEIR ATTENTION ON THOSE CERTIFICATE HOLDERS MOST IN NEED OF CLOSER EXAMINATION, PERMITTING MANAGEMENT TO SCHEDULE INSPECTIONS MORE EFFICIENTLY IN ACCORDANCE WITH NATIONAL PROGRAM GUIDELINES (NPG) UNDER THE BUDGETARY AND STAFFING CONSTRAINTS.

IN FY-97, SPAS II DEPLOYMENT WILL BEGIN AND CONTINUE UNTIL ALL AFS SITES ARE TRAINED AND INSTALLED IN 1999. FUNDS WILL BE USED IN 1999 AND THEREAFTER TO MAINTAIN THE SYSTEM.

THE COMPLETE INSTALLATION OF SPAS WILL PROVIDE THE ENTIRE FLIGHT STANDARDS SERVICE WITH A DECISION MAKING TOOL AT THE OFFICE, REGIONAL, AND HEADQUARTERS LEVELS. AS STAFFING AND BUDGETARY RESTRAINTS INCREASE, SPAS WILL ALLOW THE INSPECTORS TO FOCUS ON CERTIFICATE HOLDERS WHO REQUIRE NEEDED ATTENTION AND FOCUS LESS ON THOSE HOLDERS WHO MAINTAIN HIGHER LEVELS OF SAFETY. SAVINGS WILL RESULT IN QUALITY INSPECTIONS OF CERTIFICATE HOLDERS. SINCE SPAS WILL ANALYZE DATA FROM NUMEROUS DATA SOURCES, IT WILL FOCUS MANAGEMENT ATTENTION ON THE DATA QUALITY OF EACH OF THOSE SOURCES WITH THE SUBSEQUENT RESULT OF INCREASED DATA QUALITY.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

THE COMPLETE INSTALLATION OF SPAS WILL PROVIDE THE ENTIRE FLIGHT STANDARDS SERVICE WITH A DECISION MAKING TOOL AT THE OFFICE, REGIONAL, AND HEADQUARTERS LEVELS. AS STAFFING AND BUDGETARY RESTRAINTS INCREASE, SPAS WILL ALLOW THE INSPECTORS TO FOCUS ON CERTIFICATE HOLDERS WHO REQUIRE NEEDED ATTENTION AND FOCUS LESS ON THOSE HOLDERS WHO MAINTAIN HIGHER LEVELS OF SAFETY. SAVINGS WILL RESULT IN QUALITY INSPECTIONS OF CERTIFICATE HOLDERS. SINCE SPAS WILL ANALYZE DATA FROM NUMEROUS DATA SOURCES, IT WILL FOCUS MANAGEMENT ATTENTION ON THE DATA QUALITY OF EACH OF THOSE SOURCES WITH THE SUBSEQUENT RESULT OF INCREASED DATA QUALITY.

CONTACT PERSON AND PHONE NUMBER: BARBARA WRIGHT 202-267-7502

CONTRACT STRATEGY:

AIA, ASD, DOT/GWA

INITIATIVE ID: FAAOO167 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AERONAUTICAL CENTER LEASED TELECOMMUNICATION (VOICE/DATA) [AAD/AMC]
FORMER NAME - TELECOMMUNICATIONS INFRASTRUCTURE (VOICE/DATA) LEASED

TELECOMMUNICATIONS

TOTAL LIFE CYCLE COST (IN \$000): \$8,500

DESCRIPTION:

THE MAJORITY OF ALL TELECOMMUNICATIONS AT THE MIKE MONRONEY AERONAUTICAL CENTER (MMAC) IS PROVIDED THROUGH THE LEASED TELECOMMUNICATIONS PORTION OF THE BUDGET AND ADMINISTERED BY THE TELECOMMUNICATIONS MANAGEMENT AND OPERATIONS TEAM, AMI-300B. AMI-300B PROVIDES ALL TELECOMMUNICATIONS MANAGEMENT AND OPERATIONS (TM&O) AND TELECOMMUNICATIONS INFORMATION MANAGEMENT SYSTEM (TMIS) FUNCTIONS FOR THE AERONAUTICAL CENTER. THIS PROVIDES FOR THE MAINTENANCE, OPERATION AND SUPPORT OF THE NORTHERN TELECOM SL-100 DIGITAL PRIVATE BRANCH EXCHANGE, THE CENTER WIDE FIBER OPTIC DISTRIBUTIVE DATA INTERFACE (FDDI) NETWORK, THE ADMINISTRATIVE DATA TRANSMISSION NETWORK (ADTN) 2000, COMPUTER BASE INSTRUCTION (CBI), ALL FEDERAL TELEPHONE SERVICE (FTS) 2000, IRM SYSTEMS INITIATIVES AND DOT/FAA DATA COMMUNICATIONS CONFIGURATION SUPPORT. AMI-300B SUPPORTS FUNCTIONS WHICH ARE NATIONAL IN SCOPE, SUCH AS THE CENTRALIZED TRAINING ACADEMY, CENTRALIZED REGISTRY AND RECORDS OF ALL CIVIL AIRCRAFT; CENTRALIZED AIRMAN LICENSES, RATINGS AND RECORDS; DEPARTMENTAL ACCOUNTING AND PAYROLL AND OTHER AUTOMATED DATA PROCESING (ADP) SERVICES ON A NATIONAL AND LOCAL LEVEL.

OPERATION APPROPRIATION FUNDS FOR THIS PROGRAM ARE PROVIDED BY AOP THROUGH DITCO FOR THE FTS PORTION OF THE PROGRAM AND DIRECTLY TO AMI FOR ALL OTHER PORTIONS OF THE PROGRAM.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: LOUIS RAINGE (405) 954-6031

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO168 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AERONAUTICAL CENTER OFFICE AUTOMATION [AAD/AMC]

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

PRIMARY OFFICE AUTOMATION SUPPORT AND OVERALL INFORMATION TECHNOLOGY SUPPORT SERVICES ARE PROVIDED TO AERONAUTICAL CENTER ORGANIZATIONS. THIS INCLUDES INSTALLATION, UPGRADES, NETWORK ADMINISTRATION AND SUPPORT, CONSULTING SERVICES, TRAINING, PERSONAL CUMPUTER MAINTENANCE AND END USER SUPPORT. ALSO PROVIDED IS THE CC:MAIL REGIONAL ADMINISTRATION FOR ALL ORGANIZATIONS LOCATED AT THE AERONAUTICAL CENTER.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MAXIMIZING IMPROVEMENTS THROUGH THE EFFECTIVE USE OF INFORMATION AND TECHNOLOGY TO REDUCE COSTS

CONTACT PERSON AND PHONE NUMBER: ANCIL M. DAVIS (405) 954-7773

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO169 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Wide Area Augmentation System (WAAS)

TOTAL LIFE CYCLE COST (IN \$000): \$1,026,800

DESCRIPTION:

This program procures, installs, certifies, and fields the wide area augmentation system (WAAS). Provides initial operations and maintenance (O&M) funding for WAAS. Augments the Global Positioning System (GPS) to allow it to meet NAS navigation and landing requirements.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Mission Need: To provide the required integrity, accuracy and reliability for the Global Positioning System (GPS) navigation and landing capability in all weather conditions and during all phases of flight.

Basis For Selecting Project: The selection of WAAS was based on the results of an alternative analysis which examined feasible solutions for improving the integrity, accuracy and reliability of GPS signals. The alternatives analysis took into account the joint consideration of several factors such as life-cycle cost, benefits and cost, performance, time urgency of mission need, and operational effectiveness.

Life-Cycle Cost Estimate: \$3,049.2M constant FY97 dollars.

Benefits: WAAS will provide benefits to both the aviation users (through efficiencies, safety, and simplification of avionics) and the government. WAAS will enhance safety, reliability, and accuracy by providing redundancy to ensure continuous operation of GPS without interruption in service. The qualitative benefits include improved safety while operating in reduced weather conditions, improved efficiency of airport operations due to greater runway availability, reduced separation, more direct en route paths and new precision approach services to the public.

Key Assumptions: The WAAS is dependent upon GPS as provided by DoD. The signing of the Presidential Decision Directive in March 1996 assured that GPS will be available for consumers and business use.

CONTACT PERSON AND PHONE NUMBER: Sandy Gill, 202-651-7658

CONTRACT STRATEGY:

1. The contract SOW is performance based. The contractor will conduct a continuous technical, cost and schedule performance assessment and provide specific information in the contract deliverables. Cost and schedule performance will be measured using earned value and reported consistent with the Cost/Schedule Control System Criteria.

2. The WAAS prime contract with Hughes Aircraft Company was awarded on May 1 1996. The negotiated contract contains a combination of a time and material, cost reimbursable, firm fixed price, fixed price incentive fee, and cost plus award fee depending upon CLIN reference. In addition to the prime contract, a letter contract to provide satellite communications and ground uplink services was awarded to COMSAT in December 1996. The negotiated contract will be a combination of fixed-price and level of effort. The purpose for the multiple contract types is to minimize risk to the government and maximize cost savings.

INITIATIVE ID: FAAOO170 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

VOICE TELECOMMUNICATIONS SYSTEM (ARA/ACT)

TOTAL LIFE CYCLE COST (IN \$000): \$10,570

DESCRIPTION:

The VTS is a digital local telephone system, including an electronic switch that was installed at the Technical Center during FY93. The VTS was enhanced in FY94 with three remote premises switches to provide digital telephone services to isolated areas on the Technical Center property. A new digital conference bridge was subsequently added to replace the Emergency Voice Communications System (EVCS) for airport operations. Operations Appropriations. (FAA-DOT14.3; FAA-SP7.2)

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: RONALD H TURING (609) 485-4376

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO171 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AERONAUTICAL CENTER TELECOMMUNICATIONS INFRASTRUCTURE [AAD/AMC]

TOTAL LIFE CYCLE COST (IN \$000): \$7,500

DESCRIPTION:

THE CAMPUS AT THE MIKE MONRONEY AERONAUTICAL CENTER (MMAC) CONSISTS OF 1190 ACRES LEASED FROM THE OKLAHOMA CITY AIRPORT TRUST. AFTER DIVESTITURE, THE OKLAHOMA CORPORATION COMMISSION RULED THAT SOUTHWESTERN BELL COULD ONLY PROVIDE SERVICE TO ONE DEMARCATION POINT ON THE CAMPUS. THE CHANGING STATE OF THE CAMPUS AND THE EXISTENCE OF SEVERAL CAPITAL INVESTMENT PLAN (CIP) PROJECTS HIGHLIGHTED THE NEED FOR MASSIVE CHANGES TO THE MMAC INFRASTRUCTURE. THE OFFICE OF FACILITIES MANAGEMENT AND THE TELECOMMUNICATIONS MANAGEMENT AND OPERATIONS TEAM (AMI-300B) CREATED A CIP PROJECT TO UPGRADE THE INFRASTRUCTURE. A PORTION OF CIP 56-30 FOR FY-94 THROUGH FY-96 PROVIDED FUNDING FOR CENTER WIDE UPGRADES TO ESTABLISH A 100MB FIBER OPTIC DISTRIBUTIVE DATA INTERFACE (FDDI) NETWORK, PROVIDE UPGRADES TO THE DIGITAL PRIVATE BRANCH EXCHANGE SL-100, EXTENSION OF COPPER AND FIBER OPTIC CABLING SOUTH TO THE ILS TRAINING AREA, AND UPGRADING TELEPHONE CLOSETS THROUGHOUT THE CENTER TO MEET NEW EQUIPMENT AND SECURITY REQUIREMENTS. FUNDING WILL BE REQUIRED IN THE OUT YEARS TO PROVIDE MAINTENANCE AND ENHANCEMENTS FOR THESE INITIATIVES.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: LOUIS RAINGE (405) 954-6031

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO172 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AUTOMATED BUDGET SYSTEM (ABS) [AAD/AMC]

TOTAL LIFE CYCLE COST (IN \$000): \$1,261

DESCRIPTION:

THE AUTOMATED BUDGET SYSTEM (ABS) AUTOMATES MANAGEMENT AND PLANNING OF THE MIKE MONRONEY AERONAUTICAL CENTER (MMAC) BUDGET BY PROVIDING ENHANCED CAPABILITY TO FORMULATE, TRACK, QUERY AND REPORT ON ALL ASPECTS OF THE BUDGET PROCESS. THE SYSTEM HAS BEEN OPERATIONAL SINCE FY94. THIS SYSTEM ELIMINATED THE NEED FOR PAPER COPIES, PROVIDED STANDARDIZATION AND ELIMINATED DUPLICATE

KEYSTROKING. MANY PROGRAMS HAVE BEEN ABLE TO ELIMINATE ADDITIONAL SPREADSHEETS AND RECORDS BY USING THIS SYSTEM. IT ALSO ENSURES EVERYONE IS WORKING WITH/FROM THE SAME NUMBERS AT ALL TIMES. IF THE SYSTEM WERE NOT CONTINUED, THE ADVANTAGES ACHIEVED WOULD BE LOST.

THIS PROJECT IS FUNDED WITH MMAC/AMI-200 AND AMZ-2C OPS DIRECT FUNDS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

COST SAVINGS ARE INTANGIBLE IN THAT MANUAL TRACKING WOULD BE REQUIRED AND DUPLICATE RECORDS/REPORTS WOULD BE MAINTAINED.

CONTACT PERSON AND PHONE NUMBER: KATHY OGG (405) 954-5061

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO174 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

TECHNICAL CENTER TELECOMMUNICATIONS INFRASTRUCTURE (ARA/ACT)

TOTAL LIFE CYCLE COST (IN \$000): \$625

DESCRIPTION:

The Technical Center Telecommunications Infrastructure Project provides new and replacement communications corridors, cabling, and networking to interconnect all key Technical Center facilities. This ongoing project provides for installation and maintenance of reliable, redundant cabling and other transmission facilities. In addition to supporting technical projects and administrative functions, such vital functions as security, safety, fire alarms, paging, and remote monitoring of electrical power and heating are supported. Operations Appropriations. (FAA-DOT14.3; FAA-SP7.2)

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: RONALD H TURING (609) 485-4376

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO175 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

VIDEO TELECONFERENCING SYSTEM (ARA/ACT)

TOTAL LIFE CYCLE COST (IN \$000): \$980

DESCRIPTION:

The Technical Center Video Teleconferencing facilities and network provide videoconferencing support to NAS automation systems, human factors, and aviation security technical programs, and high-level administrators in the conduct of Technical Center and FAA business. Operations Appropriations. (FAA-DOT14.3; FAA-SP7.2)

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: RONALD H TURING (609) 485-4376

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO176 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AIRPORT SURFACE DETECTION EQUIPMENT (ASDE) (ARA/AND) ((2B03; S01.01-00)

TOTAL LIFE CYCLE COST (IN \$000): \$249,100

DESCRIPTION:

THIS PROJECT WILL AID IN THE ORDERLY MOVEMENT OF AIRCRAFT AND GROUND VEHICLES ON THE AIRPORT SURFACE DURING LOW OR NO VISIBILITY CONDITIONS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

The ASDE program will increase the safety of our transportation system. The ASDE-3 was declared a critical National Airspace (NAS) system in July 1995.

CONTACT PERSON AND PHONE NUMBER: Irene Langweil, 267-5348

CONTRACT STRATEGY:

FFP for the production of 40 ASDE-3 radars

INITIATIVE ID: FAAOO177 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

FAA CORPORATE SYSTEM ARCHITECTURE (CSA) [ARA/AIT] (BUDGET: 4A09 CIP: M-08, M-20)

TOTAL LIFE CYCLE COST (IN \$000): \$225,200

DESCRIPTION:

THE PURPOSE OF THIS INITIATIVE IS TO DEFINE AND ESTABLISH AN INTEGRATED IT INFRASTRUCTURE, INCLUDING DATA, TECHNOLOGY PLATFORMS, TELECOMMUNICATIONS, APPLICATIONS, AND AUTOMATED INFORMATION SYSTEM SECURITY, WHICH WILL SUPPORT AND PROMOTE THE EFFECTIVE AND EFFICIENT APPLICATION OF INFORMATION TECHNOLOGY AND SOFTWARE ENGINEERING BEST PRACTICES ACROSS THE FAA. THE PLANNED CAPABILITY WILL SUPPORT ALL COMPUTING ENVIRONMENTS, INCLUDING REAL-TIME AND OPERATIONAL SYSTEMS, WILL ENCOMPASS ALL DISCIPLINES, AND WILL PROVIDE A BASIS FOR IDENTIFYING, INTEGRATING, VALIDATING, AND PRIORITIZING INFORMATION REQUIREMENTS BASED ON MISSION NEEDS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Joe Caravello 202 267-9988

CONTRACT STRATEGY:

Multiple existing F&E contracts.

INITIATIVE ID: FAAOO179 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

NATIONAL AIRSPACE INFORMATION MONITORING SYSTEM (NAIMS)

TOTAL LIFE CYCLE COST (IN \$000): \$5,250

DESCRIPTION:

THE NATIONAL AIRSPACE INFORMATION MONITORING SYSTEM HAS BEEN DEVELOPED TO TRACK, ANALYZE AND REPORT ON NEAR MIDAIR COLLISION, OPERATIONAL ERROR AND DEVIATION, PILOT DEVIATION, VEHICLE/PEDESTRIAN DEVIATIONS AND RUNWAY INCURSION INCIDENTS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: ANNA JOHNSOM 202-267-8546

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO181 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

POLICY, PLANNING & INTERNATIONAL AVIATION IRM PROJECTS

TOTAL LIFE CYCLE COST (IN \$000): \$9,185

DESCRIPTION:

PROVIDES NETWORK AND APPLICATION SUPPORT AND MANAGEMENT INFORMATION SYSTEM FOR API HEADQUARTERS (API, APO AND AEE) AND OVERSEAS OFFICES (PRIMARILY AEU), APPLICATION DEVELOPMENT AND SUPPORT FOR SYSTEMS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

IMPROVES PERFORMANCE OF MANAGEMENT, ANALYSIS AND INFORMATION EFFORTS OF API ORGANIZATIONS-ECONOMIC ANALYSIS, ENVIRONMENTAL POLICY AND INTERNATIONAL POLICY AND REPRESENTATION OF FAA POLICIES OVERSEAS. DEVELOP AND SUPPORT SYSTEMS THAT CONDUCT OPERATIONAL DELAY ANALYSIS, OVERFLIGHT USER FEE COLLECTION, BENEFIT COST ANALYSIS FOR EQUIPMENT AND TOWERS, AND OTHER ECONOMIC ANALYSIS.

CONTACT PERSON AND PHONE NUMBER: CARLTON WINE 202-267-3350

CONTRACT STRATEGY:

CONTRACTORS ARE USED TO SUPPLEMENT IN-HOUSE SUPPORT IN HEADQUARTERS. OVERSEAS ON-SITE CONTRACTORS ARE USED IN BRUSSELS/AEU FOR ALL SUPPORT EFFORTS DUE TO HIGH COST OF STATIONING FAA EMPLOYEES OVERSEAS.

INITIATIVE ID: FAAOO182 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AVIATION ENVIRONMENT ANALYSIS

TOTAL LIFE CYCLE COST (IN \$000): \$2,100

DESCRIPTION:

DEVELOPMENT OF AIRPORT ENVIRONMENTAL ASSESSMENT AND PREDICTION METHODOLOGIES (INTEGRATED NOISE MODEL, HELICOPTER NOISE MODEL, AREA DIMENSIONAL MODEL, EMISSION DISPERSION MODEL, AIR TRAFFIC NOISE SCREENING PROCEDURE) AND ENVIRONMENTAL ASSESSMENT AND COST/BENEFIT METHODOLOGIES.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

THE MODELS SUPPORT DOT'S GOAL TO IMPROVE THE HUMAN AND NATURAL ENVIRONMENT BY REDUCING NOISE AND AIR POLLUTANTS FROM AIRCRAFT. TRAFFIC VOLUME AT AIRPORTS IS EXPECTED TO INCREASE IN THE FUTURE. THE MODELS FOCUS ON DETERMINING OPTIMAL FLIGHT TRACKS TO MINIMIZE NOISE ON POPULATED AREAS AND STRUCTURING OVERFLIGHTS TO MAXIMIZE THE QUIET AT NATIONAL PARKS.

CONTACT PERSON AND PHONE NUMBER: JAKE PLANTE 202-267-3539

CONTRACT STRATEGY:

THE MODELING WORK USES PPA'S WITH VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER, INTERAGENCY AGREEMENTS WITH THE AIR FORCE, AND COST PLUS FIXED FEE

CONTRACT. THIS COMBINATION OF VEHICLES IS MOST EFFICIENT TO ACCESSING THE RESOURCES NEEDED TO ACCOMPLISH OUR MODELING OBJECTIVES.

INITIATIVE ID: FAAOO183 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

SAFETY MANAGEMENT INFORMATION SYSTEM (SMIS)

TOTAL LIFE CYCLE COST (IN \$000): \$150

DESCRIPTION:

PROVIDE POLICY, OVERSIGHT, REPORTING AND ORGANIZATIONAL LIAISON TO ENSURE THAT FAA FACILITIES COMPLY WITH ENVIRONMENTAL REQUIREMENTS AND PROVIDE A SAFE AND HEALTHFUL WORKPLACE FOR FAA EMPLOYEES.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

THE MODEL SUPPORTS DOT'S GOAL OF INCREASING SAFETY BY ENCOURAGING THE REPORTING, TRACKING AND ANALYZING THE CAUSE OF ACCIDENTS IN FAA FACILITIES.

CONTACT PERSON AND PHONE NUMBER: THOMAS HOLLOWAY

CONTRACT STRATEGY:

THIS MODEL IS CURRNTLY IN THE CONFIGURATION STAGE. THE PLAN IS TO WORK WITH THE FAA'S MIKE MONRONEY AERONAUTICAL CENTER, OFFICE OF INFORMATION SYSTEMS. THE CONTRACT VEHICLE HAS NOT BEEN SELECTED YET.

INITIATIVE ID: FAAOO188 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

POLICY AND PLANS IRM PROJECTS - PROJECT 1, CONSOLIDATED OPERATIONS AND DELAY ANALYSIS SYSTEM (CODAS)

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

DETAILED DELAY DATABASE SYSTEM WHICH ALLOWS DELAYS TO BE COMPUTED FOR ALL FLIGHTS BY PHASE OF FLIGHT. THE DATABASE IS FORMED BY MERGING ENHANCED TRAFFIC MANAGEMENT SYSTEM (ETMS) DATA WITH AIRLINE SERVICE QUALITY PERFORMANCE (ASQP) DATA AND WEATHER DATA. THE DATA WILL BE USED TO SUPPORT ANALYTICAL STUDIES AND NOT TO SUPPORT THE REAL TIME MANAGEMENT OF THE AIR TRAFFIC SYSTEM.

THIS PROJECT IS FUNDED WITH STAFF OFFICES OPERATIONS FUNDS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: CARLTON WINE 202-267-3350

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO189 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

POLICY AND PLANS IRM PROJECTS - PROJECT 2 FOR FAAOO188, OVERFLIGHTS

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

DEVELOPMENT OF SYSTEM TO COMPUTE USER FEES FOR FLIGHTS WHICH UTILIZE AIR TRAFFIC SERVICES BUT DO NOT DEPART OR ARRIVE AT US AIRPORTS.

THIS PROJECT IS FUNDED WITH STAFF OFFICES OPERATIONS FUNDS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: CARLTON WINE 202-267-3350

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO190 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

POLICY AND PLANS IRM PROJECTS - PROJECT 3 FOR FAAOO188 - AVIATION DATA ANALYSIS SYSTEM (ADA)

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

ADA PROVIDES BENEFITS/COST ANALYSIS FOR NAVIGATION EQUIPMENT. ONE OF THE PRIMARY FUNCTIONS OF ADA IS TO PERFORM ESTABLISHMENT OR DISCONTINUANCE ANALYSIS FOR TOWERS. CONVERTING CURRENT SYSTEM FROM COBOL TO A WINDOWS ENVIRONMENT IN FOXPRO AND EXCEL. THIS PROJECT IS FUNDED WITH STAFF OFFICES OPERATIONS FUNDS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: CARLTON WINE 202-267-3350

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO191 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

POLICY AND PLANS MANAGEMENT/INFORMATION SYSTEMS - PROJECT 4 FOR FAAOO188

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

PROGRAMMING AND EQUIPMENT UPGRADES FOR PROCESSING OF AIR TRAFFIC ACTIVITY DATA.

THIS PROJECT IS FUNDED WITH STAFF OFFICES OPERATIONS FUNDS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: CARLTON WINE 202-267-3350

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO192 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ARCHIVAL SYSTEMS (ARA/ASU)

TOTAL LIFE CYCLE COST (IN \$000):

\$0

DESCRIPTION:

A REAL PROPERTY TRACKING SYSTEM PROVIDING AN INVENTORY OF ALL FAA REAL PROPERTY. THE PRESENT SYSTEM, THE REAL PROPERTY RECORD SYSTEM (RPR), IS OUT OF DATE AND WILL BE DISCONTINUED ONCE THE REMS IS FULLY OPERATIONAL.

JUSTIFICATION - PERFORMANCE AND SAVINGS:**CONTACT PERSON AND PHONE NUMBER:** DIANE PAIGE 202-267-8394**CONTRACT STRATEGY:****INITIATIVE ID:** FAAOO193 **OA:** FAA**TITLE OF PROGRAM/PROJECT:**

FAA ACQUISITION SYSTEM TOOL (FAST) (BUDGET: 4A14 CIP 46-16)

TOTAL LIFE CYCLE COST (IN \$000):

\$3,850

DESCRIPTION:

FAST IS A WEB-BASED SYSTEM THAT HAS BEEN DEVELOPED TO INCORPORATE, IMPLEMENT, AND MAINTAIN ACQUISITION AND PROCUREMENT POLICY/GUIDANCE IN ACCORDANCE WITH THE FEDERAL AVIATION ADMINISTRATION'S (FAA) NEW ACQUISITION MANAGEMENT SYSTEM. THIS VERSION OF FAST IS ACCESSIBLE FROM THE FAA INTRANET, INTERNET, AND AN 800 TELEPHONE NUMBER. IT IS THE EXCLUSIVE AND ONLY LOCATION FOR ALL OF THE OFFICIAL FAA ACQUISITION AND PROCUREMENT POLICY/GUIDANCE AND ACQUISITION WORKFORCE JOB AIDS. ADDITIONALLY, FAST IS THE SINGLE SOURCE OF ACQUISITION INFORMATION FOR VENDORS DOING BUSINESS WITH THE FAA. FUTURE VERSIONS WILL INCORPORATE ADDITIONAL PRODUCTIVITY TOOLS, DOCUMENT GENERATION, REVIEW AND APPROVAL CAPABILITIES.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

THE ACQUISITION MANAGEMENT SYSTEM (AMS) IS USED BY INTEGRATED PRODUCT TEAMS AND OTHER AGENCY PERSONNEL INVOLVED IN PLANNING, PROCURING, DEVELOPING, FIELDING, AND MANAGING NAS AND AND OTHER FAA SYSTEMS, EQUIPMENT, SERVICES, FACILITIES, AND RESEARCH PROGRAMS. THE AMS IS ALSO USED BY INDUSTRY DOING BUSINESS WITH THE FAA. FAST IS THE SOLE LOCATION FOR THE AMS POLICY, GUIDANCE, AND RELATED JOB AIDS. FAST PROVIDES "ONE STOP" ACCESS TO ALL OFFICIAL ACQUISITION INFORMATION. OFFICIAL ACQUISITION INFORMATION DOES NOT EXIST OUTSIDE OF ELECTRONIC INFORMATION CONTAINED IN FAST. ELECTRONIC INFORMATION IN FAST PROVIDES IMMEDIATE ACCESS BY GOVERNMENT AND INDUSTRY USERS, ENSURES THE MOST CURRENT INFORMATION IS AVAILABLE, LINKS RELATED INFORMATION TO HELP USERS ADDRESS RELATED ACQUISITION ACTIVITIES, REDUCES TIME AND EFFORT SEARCHING FOR APPROPRIATE INFORMATION, HELPS PREVENT "FALSE STARTS" BECAUSE OF THE WRONG OR OUTDATED INFORMATION, AND ELIMINATES COST AND TIME OF PRINTING AND DISTRIBUTION. FAST ALSO CONTAINS ON-LINE AUTOMATED TOOLS THAT ENHANCE WORKFORCE PRODUCTIVITY.

CONTACT PERSON AND PHONE NUMBER: DAVID LANKFORD, x78407**CONTRACT STRATEGY:****INITIATIVE ID:** FAAOO195 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

DESIGNEE INFORMATION NETWORK (AVR/AIR)

TOTAL LIFE CYCLE COST (IN \$000): \$1,850

DESCRIPTION:

THIS IS A DATABASE OF DESIGNEE INFORMATION INCLUDING DERs, DMIRs, DARs, DOAs, ODARs, AND DASs.

THE DEVELOPMENT IS FUNDED WITH ASAS F&E FUNDS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Improve surveillance of designees per GAO and Congressional recommendations

CONTACT PERSON AND PHONE NUMBER: ANGELIQUE BERRY 202-267-3657

CONTRACT STRATEGY:

GSA Schedule

INITIATIVE ID: FAAOO196 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AIRCRAFT CERTIFICATION SYSTEMS EVALUATION PROGRAM (AVR/AIR)

TOTAL LIFE CYCLE COST (IN \$000): \$1,850

DESCRIPTION:

ACSEP IS A NATIONAL SYSTEM TO AUTOMATE THE FAA EVALUATION PROCESS OF REDUCTION APPROVAL HOLDERS AND THEIR PRIORITY PART SUPPLIERS. IT WILL BE ABLE TO PRODUCE STATISTICAL REPORTS WHICH WILL ENABLE ANALYSTS TO TRACK TRENDS IN THE AIRCRAFT MANUFACTURING INDUSTRY.

THE DEVELOPMENT IS FUNDED WITH ASAS F&E FUNDS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Improve safety through audit of industry conformance to FAR

CONTACT PERSON AND PHONE NUMBER: SUSAN BUCKINGHAM 202-267-3682

CONTRACT STRATEGY:

BPA

INITIATIVE ID: FAAOO197 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AVIATION SAFETY MANAGEMENT SYSTEM (ASMS) (AVR/AIR) - THIS SYSTEM IS RELATED TO FY-96 PLAN SYSTEM # FAAOO056 (BUDGET :3A04 CIP: A-17)

TOTAL LIFE CYCLE COST (IN \$000): \$1,400

DESCRIPTION:

ASMS WILL PROVIDE AIRCRAFT CERTIFICATION SERVICE THE ABILITY TO APPLY RISK ASSESSMENT METHODOLOGY TO SAFETY MEASURE INDICATORS WHICH WILL ENABLE THE SERVICE TO PROVIDE FOR A SAFER AVIATION SYSTEM. THE DEVELOPMENT IS FUNDED WITH ASAS F&E FUNDS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Improve safety

CONTACT PERSON AND PHONE NUMBER: JOSEPH MAHONEY 202-267-9545

CONTRACT STRATEGY: TBD

INITIATIVE ID: FAAOO199 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

CONSOLIDATION OF INFORMATION TECHNOLOGY SERVICES ADP SUPPORT FOR FAA HEADQUARTERS OFFICES AND REGIONAL MS ORGANIZATIONS (AIT)

TOTAL LIFE CYCLE COST (IN \$000): \$57,903

DESCRIPTION:

PROVIDE ADP EXPERTISE, AND SOFTWARE AND HARDWARE UPGRADES TO SUPPORT THE BUSINESS FUNCTIONS OF ARA AND OTHER HEADQUARTERS OFFICES. SOFTWARE AND HARDWARE UPGRADES WILL BE NEEDED AT REGULAR INTERVALS TO KEEP UP WITH THE LATEST TECHNOLOGY. PERSONNEL WILL PERFORM UPGRADES, STAFF A HELP DESK, AND PROVIDE TRAINING IN THE STANDARD CONFIGURATION AS NEEDED. THROUGH IT SUPPORT AND SERVICES CONSOLIDATION, EVALUATE OTHER TARGETS OF OPPORTUNITY FOR CONSOLIDATED SERVICE OFFERINGS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Jeff Lane, (202)267-9987

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO200 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

NEW AUTOMATED PERSONNEL/PAYROLL SYSTEM

TOTAL LIFE CYCLE COST (IN \$000): \$95,632

DESCRIPTION:

The FAA needs to (1) Replace the current Automated Personnel and Payroll Systems (The Consolidated Personnel Management Information System (CPMIS), Consolidated Uniform Payroll System (CUPS), the Integrated Personnel and Payroll System (IPPS) Phases 1 and 2); and (2) Provide automation support and add new functionality for the Federal Aviation Personnel Management System implemented April 1, 1996. The New system will correct material weakness in the current system and bring in much needed functionality required to fully implement the changes made possible by Personnel Reform.

*****This system replaces current CUPS, CPMIS, IPPS costs and brings greater functionality to the Agency. A thorough cost/benefit analysis has been completed*****

Life Cycle cost estimates assume 14-year life cycle.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Management of Human Resources--The DOT recently conducted a risk analysis of CPMIS that detailed its vulnerability in continuing to support agency HR functions. The FAA needs a core automated personnel and payroll system that supports lines of business in their design and integration of human resource management programs (including training and equal employment opportunity statistics) that meet unique business needs to achieve the goals of Personnel Reform and Acquisition Reform. This means a flexible automated system that allows, rather than constrains, changes in policies and procedures. Reference Investment Analysis for Mission Need 319 for further documentation.

CONTACT PERSON AND PHONE NUMBER: Sylvia Dry, AHR-13, 202-267-8069

CONTRACT STRATEGY:

To be determined.

INITIATIVE ID: FAAOO201 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

TOWER DATA LINK SERVICES (TDLS)

TOTAL LIFE CYCLE COST (IN \$000): \$37,700

DESCRIPTION:

THE TDLS SYSTEM IS A HARDWARE/SOFTWARE PLATFORM WHICH AUTOMATES CERTAIN AIRPORT TRAFFIC CONTROL TOWER (ATCT) FUNCTIONS AND PROVIDES INFORMATION TO AIRCRAFT VIA A DATA LINK, THEREBY REDUCING AIR TRAFFIC CONTROL (ATC) VOICE CHANNEL CONGESTION AND CONTROLLER WORKLOAD. SERVICES PROVIDED BY THE TDLS SYSTEM INCLUDE PRE-DEPARTURE CLEARANCE (PDC), FLIGHT DATA INPUT/OUTPUT (FDIO) CATHODE RAY TUBE (CRT) REPLACEMENT ALPHANUMERIC KEYBOARD (RANK) EMULATION AND DIGITAL AUTOMATIC TERMINAL INFORMATION SERVICE (D-ATIS). THE TDLS SYSTEM HAS BEEN DELIVERED TO 57 ATCTs -- THE 30 EXISTING PDC SITES AND 27 NEW TDLS SITES. THE TDLS PROGRAM IS IMPLEMENTED IN TWO PHASES WITH SEPARATE DEPLOYMENT DATES FOR EACH PHASE. THE FIRST TDLS PHASE (WHICH IS COMPLETED) IS A HARDWARE/SOFTWARE REPLACEMENT FOR THE EXISTING PDC EQUIPMENT AND ADDS THE DFIO CRT/RANK EMULTION APPLICATION. THE SECOND TDLS PHASE (WHICH IS ON-GOING) CONSIST OF AN HARDWARE/SOFTWARE UPGRADE TO THE TDLS PLATFORM TO PROVIDE THE DIGITAL AUTOMATIC TERMINAL INFORMATION SERVICE (D-ATIS) APPLICATION TO ENHANCE THE GENERATION AND DISTRIBUTION OF ATIS INFORMATION. ALL 57 ATCTs WILL RECEIVE THE PDC/FDIO/D-ATIS) HARDWARE/SOFTWARE.

THIS PROJECT IS FUNDED WITH AERONAUTICAL DATA LINK (ADL) F&E FUNDS AND AOP-500 OPS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: RHODA THOMAS 202-358-5020

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO202 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AHR OFFICE AUTOMATION - AHR

TOTAL LIFE CYCLE COST (IN \$000): \$7,200

DESCRIPTION:

This is an ongoing service to the AHR organization to provide professional services required to manage, administer, integrate, and maintain the AHR LAN and provide help desk/trouble shooting services to 200 employees. In addition, to providing cost beneficial life cycle management information and Y2K services to the LAN and Assistant LAN managers.

Life cycle cost estimate is based on 10-year life cycle FY 1998-FY 20007

JUSTIFICATION - PERFORMANCE AND SAVINGS:

This service is necessary to provide technical support for the numerous systems in the Office of the Assistant Administrator for Human Resource Management (AHR). These services include but are not limited to help desk, database management and creation, LAN management, desktop software operations and testing, remote access, general knowledge of the various legacy systems in AHR (CPMIS, SWIFT, SPSS, etc.) and Y2K modifications. The migration of AHR from Windows 3.11 to Windows 95, and finally to Window NT.

CONTACT PERSON AND PHONE NUMBER: Juanita Owens/Vi Garland, 202-267-9998/9828

CONTRACT STRATEGY:

Competitive.

INITIATIVE ID: FAAOO203 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

WORKERS' COMPENSATION INFORMATION SYSTEM (WCIS) - AHR

TOTAL LIFE CYCLE COST (IN \$000): \$1,150

DESCRIPTION:

The purpose of this project is to allow FAA claims specialists to monitor all Workers' Compensation Claims from the first day a claim is submitted. Often the details of injuries slip through the cracks delaying the successful return to work of injured employees. Workers' Compensation Information System (WCIS) provides an improved system to inform injured workers of the status of their claims as well as to reduce the total cost of claim in the FAA by assisting workers back to gainful employment as soon as possible after injury.

This project is funded through FY'2000 with Facilities and Equipment money transferred to HR from Occupational Safety and Health (ANS-500).

Life cycle cost estimate is based on 10-year life cycle FY 1997 - FY 2006.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

This system replaced the previous WCIS system to allow "Day 1" monitoring instead of quarterly monitoring, to help reduce FAA's \$78 million annual Workers' Compensation bill. Estimate this system will assist with \$5 million in savings over time.

CONTACT PERSON AND PHONE NUMBER: Kevin Dermody, 202-267-9020

CONTRACT STRATEGY:

Development & maintenance performed in-house by FAA/AMI

INITIATIVE ID: FAAOO204 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

GENERAL OFFICE AUTOMATION, ASO

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

GENERAL OFFICE AUTOMATION USING DESKTOP SOFTWARE AND NETWORK SOFTWARE FOR GENERAL AUTOMATION TASKS: WORD PROCESSING, SPREADSHEETS, GRAPHICS, PRESENTATIONS, AND ELECTRONIC MAIL.

THIS IS FUNDED WITH OPERATIONS FUNDS.

*****NO DOLLARS HAVE BEEN PROVIDED FOR THIS INITIATIVE*****

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: GLADYS DAVIS 404-305-5304

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO205 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

CPMIS/IPPS

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

MAINTAINING PERSONNEL POSITION, TRAINING, AND BUDGET INFORMATION ON THE SOUTHERN REGION EMPLOYEES OF THE FEDERAL AVIATION ADMINISTRATION.

THIS IS FUNDED WITH OPERATIONS FUNDS.

***** NO DOLLARS PROVIDED FOR THIS INITIATIVE *****

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: GLADYS DAVIS 404-305-5304

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO206 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AUTOMATED CORRESPONDENCE EXPRESS (ACE)

TOTAL LIFE CYCLE COST (IN \$000): \$1,000

DESCRIPTION:

THIS SOFTWARE ALLOWS AGENCY EMPLOYEES TO CREATE CORRESPONDENCE IN ACCORDANCE WITH THE FAA CORRESPONDENCE MANUAL. OBLIGATIONS COVER IN-HOUSE STAFF TO MAINTAIN AND ENHANCE THE SYSTEM, AND PROVIDE HELP LINE SUPPORT FOR APPROXIMATELY 8000 USERS WITHIN THE FAA.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: STEVE HOPKINS 202-267-8160

CONTRACT STRATEGY:

CONTRACTORS ARE REQUIRED TO SUPPORT MAINTENANCE AND ENHANCEMENT OF THE SYSTEM WITHIN THE EVOLVING FAA AUTOMATION ENVIRONMENT.

INITIATIVE ID: FAAOO207 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

DIRECTIVES MANAGEMENT INFORMATION SYSTEM (DMIS)

TOTAL LIFE CYCLE COST (IN \$000):

\$230

DESCRIPTION:

THE DMIS IS AN AUTOMATED SYSTEM THAT TRACK THE STATUS OF FAA'S DIRECTIVES INCLUDING THE OFFICE OF PRIMARY RESPONSIBILITY, ORIGINAL ISSUE DATE, CHANGES, AND AVAILABILITY. THE DMIS PROVIDES A LISTING OF CURRENT AND CANCELLED ORDERS, AS WELL AS A LISTING OF CURRENT NOTICES AND SUPPLEMENTS. A CHECKLIST IS PRODUCED FROM THE DMIS ON A SEMI-ANNUAL BASIS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

FAA DIRECTIVES ARE THE PRIMARY MEANS OF ISSUING POLICY AND PROCEDURES. TRACKING THE CURRENT STATUS AS WELL AS THE HISTORY TO SUPPORT AGENCY AND EMPLOY ACTIONS.

CONTACT PERSON AND PHONE NUMBER: STEVE HOPKINS 202-267-8160

CONTRACT STRATEGY:

CONTRACTORS ARE REQUIRED TO SUPPORT THE DEVELOPMENT OF A NEW SYSTEM USING CURRENT TECHNOLOGY INCLUDING THE INTERNET AND INTRANET.

INITIATIVE ID: FAA00212 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

OFFICE AUTOMATION PROJECTS

TOTAL LIFE CYCLE COST (IN \$000):

\$0

DESCRIPTION:

ON GOING OFFICE AUTOMATION PROJECTS INCLUDE THE FOLLOWING:

1. FINALIZE CONVERTING THE RO BACKBONE FROM 10BASET TO FIBER
2. COLLAPSE AND CENTRALIZE BACKBONE ON THE 3RD FLOOR
3. INSTALL FDDI ON THE BACKBONE RING
4. START DEVELOPING WEB APPLICATION ON THE INTRANET
5. PROVIDE DIAL-UP CAPABILITIES FOR FIELD LOCATIONS TO THE AWP/FAA INTRANET AND INTERNET
6. UPGRADE NT SERVERS CAPABILITIES
7. INSTALL UNATTENDED MASS BACKUP STORAGE CAPABILITY FOR THE NT SERVERS
8. PROCURE AND INSTALL SNMP NETWORK MANAGEMENT CAPABILITIES FOR THE RO AND POSSIBLY THE FIELD LOCATIONS.
9. EXPAND WAN CAPABILITIES AND INTRODUCE SMS TO MANAGE REMOTE LAN'S ASSIST USERS AND DISTRIBUTE SOFTWARE FROM THE RO
10. INTRODUCE VIDEO TELECONFERENCING FOR ALL FIELD LOCATIONS
11. INTRODUCE WINDOWS GUI PRODUCTS FOR THE SNA LEGACY APPLICATIONS (I.E. NSA'S PRODUCTIVITY TOOLS FOR IPPS).

***** NO DOLLAR FIGURES WERE PROVIDED WITH THIS INITIATIVE *****

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: ANDREW WROBLEWSKI 310-725-6742

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO213 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

NATIONAL AIRPORT GRANTS SYSTEM (NAGIS)

NEW PROJECT ONGOING PROJECT TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

NATIONAL AIRPORT GRANTS SYSTEM (NAGIS). THIS IS AN ONGOING NATIONAL SYSTEM THAT IS BEING CONVERTED FROM THE DG'S TO AN ORACLE SYSTEM SOLUTION. THE NAGIS SYSTEM IS A NATIONAL SYSTEM IMPLEMENTED AT ALL REGIONAL OFFICES AND FIELD OFFICES ACROSS THE COUNTRY. IT IS USING ORACLE FORMS ON THE CLIENT MACHINE WITH ORACLE V7.1 DBMS DATABASE. NAGIS WHICH HAS BEEN COMPLETELY REWRITTEN USING AN ORACLE SOLUTION WILL UNDERGO SOME MODIFICATIONS TO KEEP UP WITH THE NEW TECHNOLOGY COMING UP. AS FOR CURRENT, WE ARE PLANNING ON CHANGING THE CURRENT FORMS FRONT END TO THE LATEST RELEASE OF DEVELOPER 2000 AND UPGRADING THE DATABASES TO THE LATEST RELEASE.

THIS PROJECT IS FUNDED BY AWP-40 AND AWP-600.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: MICHAEL TANIGUCHI 310-725-6742

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO215 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

LOGISTICS AND INVENTORY SYSTEM (LIS) COMPUTERIZED DISPATCH SYSTEM (CDS)
[AAD/AMC]

TOTAL LIFE CYCLE COST (IN \$000): \$25,000

DESCRIPTION:

THE LIS/CDS PROJECT PROVIDES AUTOMATED TOOLS FOR REQUISITIONING, MANAGING, REPAIRING, MAINTAINING, STORING, HANDLING, AND DELIVERING MATERIAL AND SPARE PARTS FOR CRITICAL NATIONAL AIRSPACE SYSTEMS OPERATED BY THE AGENCY. THIS SYSTEM HAS AND WILL CONTINUE TO AUTOMATE MANUAL PROCEDURES AND IMPROVE CURRENT AUTOMATED PROCESSES. IT ALSO INTERFACES WITH THE DEPARTMENT OF DEFENSE AND THE GENERAL SERVICES ADMINISTRATION IN SUPPORT OF DAILY SUPPLY AND LOGISTICS FUNCTIONS.

THIS PROJECT IS FUNDED WITH F&E FUNDS, SUB-PROJECT OF CIP 56-37.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: ROBERT F. OBORSKY (405) 954-3161

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO216 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Weather and Radar Processor (WARP)

TOTAL LIFE CYCLE COST (IN \$000):

\$125,600

DESCRIPTION:

Weather and Radar Processor (WARP)- Stages 0/1/2, develops and implements the display system replacement (DSR) interface providing next generation weather radar (NEXRAD) data to air traffic controllers and other necessary NAS interfaces. Decommissions primary radars, and NEXRAD principal user processors (PUPs).

WARP- Stage 3 sustains WARP through upgrades, modifies existing system, implements the FAA bulk weather telecommunications gateway to interface with NWS, develops TMS interfaces--including interfaces for the ETMS, CTAS, and CP.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Mission Need: Operational weather information capability needed by en route air traffic controllers to provide weather flight advisories to flight crews and to provide the capability for controllers to vector aircraft safely around severe weather conditions which can be potentially hazardous to aircraft flight.

Basis for Selecting the Project: Mission Need, Cost-Benefit Analysis.

Life-Cycle Cost Estimate: \$227.0M Life Cycle Cost for FY94-FY01 per March 1995 LCC Estimate.

Benefit Cost Ratio: The original CBA in March 1995 indicated a B/C ratio of 9.5 to 1 and an NPV of \$961M. In November of 1997, ASD-400 removed from the WARP benefits stream, benefits associated with the decommissioning of Long Range Radars. The new B/C ratio is 8.1 to 1, and the NPV is \$807M. The benefits for this program are realized in the form of reduced weather delays, reduced travel disruptions, and reduced weather-related accidents.

Key Assumptions: Information is required regarding area weather to optimize flight routing, avoid severe weather, anticipate the need for metering and destination changes, and to allow pilots of aircraft in flight to select alternative jet routes and flight levels. WARP will utilize the DSR as a platform to display en route weather data.

Programmatic Risk: Low

CONTACT PERSON AND PHONE NUMBER: Kevin Young, 202-267-8547

CONTRACT STRATEGY:

1. The Statement of Work is performance-based.

2. The WARP contract contains Firm-Fixed-Price (FFP) and Cost-Plus-Award-Fee (CPAF) Contract Line Items. The FFP contract type was selected for production systems and contractor weather data and maintenance services. The Cost-reimbursable contract type was selected for system and logistics development and the first year of contractor software maintenance.

INITIATIVE ID: FAAOO217 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AUTOMATED RADAR TERMINAL SYSTEM IIIE (ARTS IIE)

TOTAL LIFE CYCLE COST (IN \$000):

\$4,540

DESCRIPTION:

THE ARTS IIA PROVIDES TERMINAL AUTOMATION SERVICES AT SMALL FACILITIES. CURRENTLY THE ARTS IIA IS OPERATIONAL AT 135 SITES WITH A2.08

CTIONALITY/CONFIGURATION. AN ADDITIONAL SYSTEM IS PROGRAMMED FOR INSTALLATION AT SPRINGFIELD, MO FOR SUPPORT OF COLUMBIA, MO AIRSPACE.

THE ART IIE IS BEING DEVELOPED AS UPGRADE KITS TO REPLACE OBSOLETE, UNSUPPORTABLE ART IIA HARDWARE AND COTS MICROPROCESSORS AND ARCHITECTURE SIMILAR TO ARTS IIIE. OPERATIONAL FUNCTIONALITY IS ART IIIE BASED WHICH INCLUDES REQUIRED ARTS UNIQUE FUNCTIONALITY AND NTSB MANDATED MODE C INTRUDER (MCI). THE SOFTWARE WILL BE A SINGLE NATIONAL BASELINE CODED IN ANSI STANDARD C HIGH ORDER LANGUAGE (HOL) DESIGNATED A6.05/A2.09. THE SOFTWARE WILL BE CONTROLLED AS A NATIONAL BASELINE MAINTAINED BY THE WILLIAM J. HUGHES TECHNICAL CENTER. SITE ADAPTATION WITH IMPROVED COMPUTER HUMAN INTERFACE TO ENHANCE SUPPORT TO ALL SUBSYSTEMS, WILL BE PERFORMED LOCALLY AS NEEDED WITHOUT SOFTWARE RECOMPILATION. ADDITIONAL ARTS IIE SYSTEMS ARE PROGRAMMED TO BE INSTALLED AT ROSWELL, NM, AUSTIN, TX, AND LYNCHBURG, VA. CIP A-03.

*****NO DOLLARS WERE PROVIDED FOR THIS INITIATIVE*****

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: JOHN R. HAMILTON 202-233-5021

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO218 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

CENTURY DATE CHANGE IN COMPUTER SYSTEMS

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

THE FAA MUST CONVERT ALL EXISTING COMPUTER SYSTEMS THAT ARE DATE SENSITIVE TO COMPLY WITH THE YEAR 2000. THE PROBLEM NEEDS TO BE ADDRESSED AS SOON AS POSSIBLE FOR TWO REASONS: (1) THE AMOUNT OF WORK MAY TAKE YEARS TO COMPLETE: AND (2) SOME SYSTEMS WILL BE IMPACTED BEFORE THE YEAR 2000 ACTUALLY OCCURS (I.E., THE FEDERAL GOVERNMENT HAS MULTI-YEAR FUNDING OR MULTI-YEAR APPOINTMENTS, WHERE THE YEAR 2000 IS USED BEFORE THEN). THESE SYSTEM CHANGES ARE NECESSARY TO SUPPORT THE ADMINISTRATIVE , FINANCIAL, OPERATIONAL, MANAGEMENT AND AIR TRAFFIC FUNCTIONS OF FAA IN THE 21 ST. CENTURY.

***** THE DOLLARS PROVIDED BELOW DO NOT REFLECT ACTUAL COST WHICH IS MUCH HIGHER *****

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: JIM GRAIG 405-954-7150

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO219 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AGGREGATE OF PROJECTS THAT DO NOT COST \$300,000 (AAT)

TOTAL LIFE CYCLE COST (IN \$000): \$39,801

DESCRIPTION:

THERE ARE NO SPECIFIC PROJECTS IN THIS CATEGORY. THESE FUNDS REPRESENT THE COST OF PROVIDING OFFICE AUTOMATION SUPPORT THROUGHOUT THE NINE REGIONS AND IN WASHINGTON HEADQUARTERS. THIS SUPPORT COVERS APPROXIMATELY 24,000 AIR TRAFFIC EMPLOYEES, WITH MORE THAN 2000 WORKSTATIONS AND OVER 50 SERVERS. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: DIANE JONES 202-267-8294 fax 202-267-5455

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO220 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

LOCAL AREA NETWORK UPGRADE FOR THE ASSOCIATE ADMINISTRATOR FOR SPACE TRANSPORTATION

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

IN FY-96, THE OFFICE OF COMMERCIAL TRANSPORTATION WAS ORGANIZATIONALLY TRANSFERRED FROM THE DEPARTMENT OF TRANSPORTATION TO THE FAA. THE ASSOCIATE ADMINISTRATOR AND BOTH DIVISIONS WILL BE REQUIRED TO MOVE INTO THE FAA BUILDING AND HARMONIZE THEIR LOCAL AREA NETWORK WITH THOSE IN FOB10A. IN ADDITION, NEW SOFTWARE AND HARDWARE WILL BE REQUIRED TO MEET FAA GUIDELINES.

THIS PROJECT IS FUNDED WITH OPERATIONS FUNDS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: HERB BACHNER 202-366-6622

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO221 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AUTOMATED EXEMPTION SUBSYSTEM (AVR/ARM)

TOTAL LIFE CYCLE COST (IN \$000): \$190

DESCRIPTION:

THE AES PROVIDES ACCESS TO INFORMATION ABOUT COMPLETED EXEMPTION PROJECTS REQUIRED BY DISTRICT, REGIONAL AND HEADQUARTERS OFFICES. AES MAKES IT POSSIBLE TO CENTRALLY RECORD AND MAINTAIN CURRENT, EXPIRED, AND DENIED EXEMPTIONS; TO

CORRELATE INFORMATION ABOUT PETITIONS; AND TO QUERY INFORMATION REGARDING EXEMPTIONS (I. E. WHETHER AN EXEMPTION WAS GRANTED OR DENIED, OR WHETHER A PARTICULAR NUMBER, AIRCRAFT TYPE, ENGINE TYPE, ETC. HAS BEEN GRANTED AN EXEMPTION. AES RESIDES ON THE CORN MAINFRAME.

AES IS USED BY REGULATORS AND INSPECTORS AT ALL LEVELS TO OBTAIN ACCESS TO EXEMPTION INFORMATION RELATING TO A SPECIFIC FAR. AES PROVIDES AUTOMATED ACCESS TO THE INFORMATION NECESSARY FOR PROCESSING EXEMPTIONS. REGULATORS ALSO USE AES TO STUDY TRENDS, SPECIFICALLY IN CASES WHERE AN EXCEEDINGLY LARGE NUMBER OF EXEMPTIONS ARE REQUESTED FOR A PARTICULAR REGULATION, SO THAT APPROPRIATE MODIFICATIONS TO THAT REGULATION MAY BE MADE.

IN FY98, ARM PLANS TO CONVERT THIS MAINFRAME RESIDENT SYSTEM TO A CLIENT-SERVER ENVIRONMENT AND INTERNET ACCESSIBLE MODE THUS MODERNIZING THE SYSTEM AND MAKE AVAILABLE THE OUTPUT TO PUBLIC.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

IMPROVE GREATLY FAA USERS TO ACCESS INFORMATION. ELIMINATE THIRDPARTY MAINTENANCE AND HOST COSTS.

CONTACT PERSON AND PHONE NUMBER: NICK SPITHAS 202-267-9704

CONTRACT STRATEGY:

VOLPE

INITIATIVE ID: FAAOO223 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

INTEGRATED RULEMAKING INFORMATION SYSTEM (AVR/ARM)

TOTAL LIFE CYCLE COST (IN \$000): \$2,340

DESCRIPTION:

THE FAA IS STREAMLINING ITS RULEMAKING FUNCTION. TO ACCOMPLISH THIS, ARM IS LEADING THE EFFORT IN AVR TO DEVELOP A DOCUMENT MANAGEMENT SYSTEM (DMS) AND A WORKFLOW/PROJECT MANAGEMENT AND TRACKING SYSTEM. DMS AND RKFLOW/COMPONENTS WILL CONSTITUTE THE IRMIS SYSTEM FOR ALL FAA RULEMAKING. FAA INSTALLED THE DMS AT HQ IN ARM, AFS, AGC, APO, ATP, AIR. DURING OCTOBER 96 THE DMS WILL BE EXTENDED TO AIR DIRECTORATES - ASW, ANE, NWM, AND ACE. IN ADDITION, RULEMAKING SYSTEM FOR PERSONNEL AT AFS-700 WILL BE IMPLEMENTED. PRESENTLY ARM IS IMPLEMENTING IMAGING AND ARCHIVING FOR RULEMAKING DOCUMENTS; IMPLEMENTING MANAGEMENT USERS INTO DMS; EVALUATING COTS SOFTWARE FOR WORKFLOW.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

IRMIS IS THE TOOL THAT ENABLES RULEMAKING PERSONNEL AT FAA TO DEVELOP RULES. IT IS A NATIONAL PERFORMANCE REVIEW SYSTEM.

CONTACT PERSON AND PHONE NUMBER: NICK SPITHAS 202-267-9704

CONTRACT STRATEGY:

GSA; SMALL BUSINESS

INITIATIVE ID: FAAOO224 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Terminal Radar Digitizing, Replacement, and Establishment (TRDRE) (ASR-11)

TOTAL LIFE CYCLE COST (IN \$000):

\$746,800

DESCRIPTION:

This project will provide digitized radar suitable for use in ATC facilities with STARS equipment where the approach control function will be performed, and replaces aging ASR-7/ASR-8 analog systems with digital primary radar. Also provides logistics and program support and procures, develops, and fields new establishments.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Mission Need: This radar system will provide the digital output necessary for future automation systems such as the Standard Terminal Automation and Replacement System (STARS) and will replace aging ASR-7/8 analog radars in order to contain supportability costs.

Basis for Selecting the Project: Mission Need, Life Cycle Cost, Programmatic Risk, Cost-effectivity Study.

Life Cycle Cost Estimate: Full life cycle costs of \$1,279,291,000 (Current Year \$s) includes F&E of \$743,300,000 and \$536,032,000 O&M based on a 22 October 1997 life cycle estimate.

Benefit Cost Ratio: In August 1995 a cost effectiveness study considered only the present value of costs for two alternative acquisitions and did not quantify benefits or give a benefit/cost ratio. The prime factors influencing the acquisition were the need to provide digital radar data in the NAS and replace aging radars.

Key Assumptions: Non-developmental surveillance systems are available which will require development only for unique FAA interfaces.

Programmatic Risk: Low

CONTACT PERSON AND PHONE NUMBER: Mark Keehan, 202-267-8291

CONTRACT STRATEGY:

1. The procurement is performance-based (DoD standard CSSR).
2. The contract is firm-fixed price (FFP) based on low technical risk (NDI strategy) with cost plus fixed fee (CPFF) for CLIN's with higher technical risk (interfaces and site preparation).

INITIATIVE ID: FAAOO225 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AIRPORT IMPROVEMENT PROGRAM (A.I.P.) SYSTEM at Volpe

TOTAL LIFE CYCLE COST (IN \$000):

\$6,000

DESCRIPTION:

AIRPORT GRANTS YSTEM. The AIP system, hosted at the Volpe Center, has been in existence for over a decade. It originally served as a Headquarters-only system to store airport development grant information. Concurrently, each region had their own grants processing system. In July 1997, a decision was made to use the AIP system as the only system for storing grants information and all regions were directed to sunset their regional systems. The AIP system racks grant projects and trust fund expenditures.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

FAA Airports manages the planning and distribution of approximately 1.7 Billion dollars of Federal grant money for Airports to implement airport improvement projects to expand the safety, capacity,

environmental protection, etc of the nation's airport system. ARP is duty-bound to account for the allotments and proper expenditures of these funds. The AIP system is the means to track these funds and produce reports for both internal and external accountability of the program.

CONTACT PERSON AND PHONE NUMBER: Nancy Watson

CONTRACT STRATEGY:

The AIP system is hosted, maintained, and enhanced by contractors under omnibus agreements with the Volpe Center. The Volpe center has been with the AIP program since its inception and has developed an intimate working knowledge of the business processes and user community. As the AIP system is eventually migrated to an Intranet-based application, Volpe's superior skills in advanced technology along with their knowledge of the business, should enable an efficient, effective transition to a revitalized system.

INITIATIVE ID: FAAOO227 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

CERTIFICATION & COMPLIANCE MGMT. INFO. SYSTEM (CCMIS)

TOTAL LIFE CYCLE COST (IN \$000): \$700

DESCRIPTION:

RECORDS AIRPORT INSPECTION RESULTS & FOLLOW-UP OF UNRESOLVED DISCREPANCIES

JUSTIFICATION - PERFORMANCE AND SAVINGS:

The FAA certifies airports under FAR part 139 for adherence to safety and design standards prior to these airports being able to provide passenger air service. FAA inspectors perform annual inspections of these airports to ensure that they continue to comply with the regulations. When an instance of non-compliance is found, the inspector must take some type of corrective or enforcement action. CCMIS is the automated system to track inspection activity and inspection results. It is an inherent government function to account for work activities and to measure the results of what we do. CCMIS findings data enables the FAA to determine non-compliance issues and trends on an individual airport or

CONTACT PERSON AND PHONE NUMBER: Nancy Watson, 202-267-9700

CONTRACT STRATEGY:

CCMIS has been maintained unofficially by an FAA region for the past several years. Since it is written in unsupported Foxpro 2.6 software, a decision was made in mid-FY98 to rewrite the software in a more supportable windows platform with a single national database. The work was directed to subcontractors of the Volpe center because they have knowledge of the technology tools, already host all other ARP national systems, and have a working knowledge of the ARP work processes and user community. With the vision of integrating all ARP automated systems into one national relational database, the conversion and migration of ccmis to the Volpe environment makes even more sense.

INITIATIVE ID: FAAOO228 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ABA FINANCIAL PLANNING AND GENERAL LEDGER SYSTEMS

TOTAL LIFE CYCLE COST (IN \$000): \$24,594

DESCRIPTION:

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEMS

INCLUDED IN THIS GROUPING ARE THE FOLLOWING:

Cost Accounting System - National project/job order cost accounting system.

DARTS - Provide DAFIS document and transaction information

F&E Budget Allowance/Allotment Module (FEBMS, formerly BAAM) - Automate F&E Budget Allowances and Allotments.

Budget Authorization System (BAS) - Provides an accurate and easy method of electronically creating, distributing and tracking budget allotment, allowances and sub-allowance documents. All systems are financial or mixed financial systems and are Y2K compliant.

Please note: The DAFIS system component of this WBS has been removed to a new WBS to be combined with the proposed DELPHI system.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

The Cost Accounting System supports the initiative to collect User Fees, and also provides information for program and project management. These ABA systems and enhancements eliminate data entry, taking source transactions and automating the input to the appropriate accounting system. This eliminates time consuming error correction, placing accounting and financial information in the hands of users, allowing them to make more informed decisions. Estimated savings across all ABA initiatives will be approximately 20-30 FTE positions in Financial Accounting. Other LOBs will also save significant resources.

Office Automation Goals Supported: Effective/Efficient management of resources DOT/FAA Goals Supported: Improve Agency's Financial Management; FAA Financial Reform

CONTACT PERSON AND PHONE NUMBER: GARY BRILL 202 267-8942

CONTRACT STRATEGY:

INITIATIVE ID: FAA00229 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ABA OPERATIONS SUPPORT SYSTEMS

TOTAL LIFE CYCLE COST (IN \$000): \$5,360

DESCRIPTION:

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEMS INCLUDED IN THIS GROUPING ARE THE FOLLOWING:

Financial Intranet Deployment - Infrastructure to support the development, deployment, and operation of national financial systems. National Automated Travel System (NATS) - travel authorization and reimbursement system. All systems are financial or mixed financial systems and are Y2K compliant.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

These ABA systems and enhancements eliminate data entry, taking source transactions and automating the input to the appropriate accounting system. This eliminates time consuming error correction, placing accounting and financial information in the hands of users, allowing them to make more informed decisions. Estimated savings across all ABA initiatives will be approximately 20-30 FTE positions in Financial Accounting. Other LOBs will also save significant resources.

Office Automation Goals Supported: Effective/Efficient management of resources DOT/FAA Goals

Supported: Improve Agency's Financial Management; FAA Financial Reform

CONTACT PERSON AND PHONE NUMBER: GARY BRILL 202 267-8942

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO230 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ABA CROSS-SYSTEM INITIATIVES

TOTAL LIFE CYCLE COST (IN \$000): \$1,905

DESCRIPTION:

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEM INCLUDED IN THIS GROUPING IS THE FOLLOWING:

OIG Corrective Actions, Systems Development & Implementation - Systems development & implementation needed to acquire an Unqualified OIG Audit Opinion for our financial systems. All systems are financial or mixed financial systems. Scheduled Y2K compliance date is 9/30/98.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

ABA systems and enhancements eliminate data entry, taking source transactions and automating the input to the appropriate accounting system. This eliminates time consuming error correction, placing accounting and financial information in the hands of users, allowing them to make more informed decisions. Estimated savings across all ABA initiatives will be approximately 20-30 FTE positions in Financial Accounting. Other LOBs will also save significant resources.

Office Automation Goals Supported: Effective/Efficient management of resources DOT/FAA Goals Supported: Obtain clean audit opinion; Improve Agency's Financial Management; FAA Financial Reform

CONTACT PERSON AND PHONE NUMBER: GARY BRILL 202 267-8942

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO231 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ABA Operations and Infrastructure

TOTAL LIFE CYCLE COST (IN \$000): \$7,595

DESCRIPTION:

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEM INCLUDED IN THIS GROUPING IS THE FOLLOWING:

Support of the ABA LAN - LAN administration, maintenance and user support for the ABA LAN. Technology Refreshment - ensuring the technology in hardware and applications throughout the customer base supports the organizational standards; ensuring appropriate tool availability to the user base All systems are Y2K compliant.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

These ABA systems and enhancements eliminate data entry, taking source transactions and automating

the input to the appropriate accounting system. This eliminates time consuming error correction, placing accounting and financial information in the hands of users, allowing them to make more informed decisions. Estimated savings across all ABA initiatives will be approximately 20-30 FTE positions in Financial Accounting. Other LOBs will also save significant resources.

Office Automation Goals Supported: Effective/Efficient management of resources

DOT/FAA Goals Supported: Improve Agency's Financial Management; FAA Financial Reform

CONTACT PERSON AND PHONE NUMBER: GARY BRILL 202 267-8942

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO232 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

OPERATIONAL DATA MANAGEMENT SYSTEM (ODMS) [ARA/AIT]

TOTAL LIFE CYCLE COST (IN \$000): \$36,600

DESCRIPTION:

THE ODMS PROGRAM WILL BE A MULTI-PHASED, MULTI-YEAR EFFORT INVOLVING THE DEVELOPMENT OF NAS AERONAUTICAL INFORMATION DATABASES. FUNDING IS INCLUDED IN THE AGENCY F&E BUDGET AS A PART OF THE FAA CAPITAL INVESTMENT PLAN, PROJECT NUMBER 43-21. AS PART OF THIS EFFORT, BOTH THE EXISTING AERONAUTICAL INFORMATION SUBSYSTEM (AIS) AND UNITED STATES NOTAM SYSTEM (USNS) WILL BE REPLACED IN FY 98-99 WITH MODERN COMMERCIALY SUPPORTED YEAR 2000 COMPLIANT SYSTEMS. WHEN FULLY IMPLEMENTED, THE ODMS PROGRAM WILL INTEGRATE BOTH SYSTEMS INTO A SINGLE DATABASE THAT WILL BECOME AVAILABLE TO THE FAA, NAS USERS, INTERNATIONAL, OTHER GOVERNMENT ORGANIZATIONS INCLUDING THE MILITARY. CURRENT PROGRAM FUNDING PROVIDES FOR AN INTERIM IMPLEMENTATION OF INDEPENDENT REPLACEMENT SYSTEMS FOR BOTH THE USNS AND AIS WITH THE INTEGRATION DEFERRED UNTIL THE MISSION NEED IS REVALIDATED BY ATS. ODMS, WILL ALSO DEVELOP AND/OR INTEGRATE APPLICATIONS TO SUPPORT AUTOMATION OF REENGINEERED OBSTRUCTION EVALUATION AIRPORT & AIRSPACE ANALYSIS (OE/AAA) PROCEDURES. WHEN FULLY IMPLEMENTED, ODMS WILL :

- REDUCE THE LABOR REQUIRED TO COLLECT, VALIDATE AND DISTRIBUTE NAS AERONAUTICAL DATA.
- ENABLE USERS DIRECT ACCESS TO CURRENT AERONAUTICAL DATA.
- IMPROVE SYSTEM SUPPORTABILITY
- SUPPORT INTEROPERABILITY AND INTERNATIONAL AIS DATA STANDARDIZATION
- SUPPORT NAS INTERFACES
- PROVIDE AUTOMATIC VALIDATION & QUALITY CONTROL AT THE DATA ENTRY POINT

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Initial ODMS CBAs revealed a B/C ratio of 1.8/1 but the program scope has been recently redefined, and a new CBA that considers the new requirements baseline and costs to date has not been performed. However, the year 2000 deficiencies that exist with the legacy systems (AIS and USNS) are an overriding consideration that justify the completion of the replacement systems.

CONTACT PERSON AND PHONE NUMBER: JAIME FIGUEROA 202-267-3038

CONTRACT STRATEGY:

The NASR systeme (AIS replacement) is being developed by the TASC corporation through the Volpe Center OMNI contract. The USNS replacement is being performed througuh a direct FAA/AIT contract with EDS/SSA.

INITIATIVE ID: FAAOO233 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

VIDEO TELECONFERENCING SERVICES [ARA/AIT]

TOTAL LIFE CYCLE COST (IN \$000): \$4,280

DESCRIPTION:

VIDEO TELECONFERENCING PERMITS "FACE-TO-FACE" MEETINGS BETWEEN DISTANT OFFICES; ALLOWS STAFF AT MULTIPLE SITES TO JOINTLY VIEW, ANNOTATE, AND CHANGE ELECTRONIC DOCUMENTS; AND FACILITATES RECORDING OF MEETINGS AND TRAINING SESSIONS THROUGH A MARRIAGE OF TELEVISION, TELEPHONE, AND PERSONAL COMPUTER TECHNOLOGIES. THIS EXPANSION OF FAA'S CAPABILITIES MAY GROW TO HAVE AN IMPACT NOT UNLIKE THE INTRODUCTION OF FAX AND E-MAIL TECHNOLOGIES JUST A FEW YEARS AGO. AIT-300 MANAGES AN FAA-WIDE VIDEO TELECONFERENCING NETWORK COMPRISED OF MORE THAN 45 "BOARD ROOM" SYSTEMS (BY THE END OF OCTOBER, 1997). THESE SYSTEMS ARE LOCATED IN ALL 9 REGIONAL OFFICES, 21 AIR ROUTE TRAFFIC CONTROL CENTERS, FAA HEADQUARTERS, AND OTHER FAA FACILITIES. AIT-300 MAINTAINS A VIDEO HELP DESK, THE NATIONAL VIDEO TELECONFERENCING SERVICE CENTER, TO SCHEDULE AND SUPPORT VIDEO CONFERENCES, MAINTAIN THE SYSTEMS THAT COMPRISE THE AGENCYWIDE NETWORK, TRAIN USERS, AND RESPOND TO TROUBLE CALLS. AIT IS ALSO EXPLORING APPLICATIONS OF VIDEO AT THE DESKTOP LEVEL. DESKTOP VIDEO MAY PROVE A USEFUL TEAM COLLABORATION TOOL AMONG GEOGRAPHICALLY DISPERSED TEAMS. USES INCLUDE VIDEO AND AUDIO, AS WELL AS DATA COLLABORATION AMONG SEVERAL LOCATIONS. AIT IS TESTING ISDN-BASED, LAN-BASED AND INTERNET-BASED METHODS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: DAVID VIERLING (202) 267-9819

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO234 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

MODERNIZATION OF PROCUREMENT AUTOMATION SYSTEM [ARA/AIT]

TOTAL LIFE CYCLE COST (IN \$000): \$12,380

DESCRIPTION:

THE ACQUIRE PROGRAM ADDRESSES THE NEED FOR AN EFFICIENT AND EFFECTIVE PROCUREMENT PROCESS AND PROCEDURES WHICH WILL SUPPORT THE FEDERAL AVIATION ADMINISTRATION'S NEW ACQUISITION MANAGEMENT SYSTEM. THE CURRENT AUTOMATED PROCUREMENT PROCESSES, WHICH ARE KNOWN AS THE SYSTEM FOR ACQUISITION MANAGEMENT (SAM) AND THE PROCUREMENT AUTOMATED SYSTEM (PAS), ARE BASED ON THE FEDERAL ACQUISITION REGULATION (FAR). AS SUCH, THESE SYSTEMS DO NOT SUPPORT THE ACQUISITION MANAGEMENT SYSTEM PUT INTO PLACE ON APRIL 1, 1996, AND MUST BE REPLACED TO ACHIEVE THE BENEFITS OF ACQUISITION REFORM. THE CURRENT SYSTEMS HAVE VERY LITTLE, IF ANY SERVICE LIFE, ARE TECHNOLOGICALLY OBSOLESCE, AND ARE NO LONGER SUPPORTED BY THE HARDWARE PLATFORMS. ON DECEMBER 17, 1996 THE JRC APPROVED THE INVESTMENT DECISION AND THE ACQUISITION PROGRAM BASELINE (APB) TO IMPLEMENT A COMMERCIAL-OFF-THE-SHELF (COTS) SOLUTION. (REFERENCE: MISSION NEED STATEMENT #317).

THE ACQUIRE PROGRAM IMPLEMENTS A MODERN AUTOMATED PROCUREMENT SYSTEM TO REPLACE CURRENT SYSTEMS. SPECIFIC PRODUCTS TO BE DELIVERED WILL INCLUDE THE PROCUREMENT OF COTS SOFTWARE, CUSTOMIZATION OF SOFTWARE TO MEET FAA NEEDS, IMPLEMENTATION OF SOFTWARE AND HARDWARE SERVERS, TRAINING, AND MAINTENANCE SERVICES OVER A FIVE YEAR LIFE CYCLE AT 12 SITES. WHEN FULLY IMPLEMENTED, THE ACQUIRE PROGRAM WILL SUPPORT A MINIMUM OF 5,000 USERS WITH ON-LINE ACCESS PRIVILEGES. THE DOCUMENTATION GENERATED FOR VARIOUS PROGRAMS INCLUDES OVER 100,000 PROCUREMENT REQUESTS AND 200,000 OTHER DOCUMENTS FOR RELATED PURPOSES, ANNUALLY. ACQUIRE WILL ALSO ENABLE MORE EFFECTIVE INTERFACES WITH TRANSPORTATION'S DEPARTMENTAL ACCOUNTING AND FINANCIAL INFORMATION SYSTEM (DAFIS), THE CONTRACT INFORMATION SYSTEM (CIS), AND THE FAA'S LOGISTICS AND INVENTORY SYSTEM (LIS).

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: KEN MACOMBER 202-267-7068

CONTRACT STRATEGY:

Competitive Contract Awarded to Oracle in August, 1997.

INITIATIVE ID: FAAOO235 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

YEAR 2000 (Y2K) CENTURY DATE CHANGE [AOA-4]

TOTAL LIFE CYCLE COST (IN \$000): \$78,400

DESCRIPTION:

Y2K IS THE TERM USED TO DESCRIBE THE POTENTIAL DATE RELATED FAILURE OF AUTOMATED SYSTEMS PRIOR TO, ON, OR AFTER JANUARY 1, 2000. THIS POTENTIAL EXISTS BECAUSE OF THE WIDESPREAD PRACTICE OF USING TWO DIGITS RATHER THAN FOUR TO REPRESENT THE YEAR IN COMPUTER DATABASES, HARDWARE, SOFTWARE, OLDER OPERATING SYSTEMS, AND FIRMWARE. DIFFICULTIES WILL ARISE IN THE YEAR 2000 WHEN SYSTEMS WILL BE UNABLE TO DIFFERENTIATE IT FROM THE YEAR 1900. AN ASSOCIATED, BUT UNRELATED, CALENDAR ANOMALY THAT MUST BE INCLUDED IN THE Y2K SYSTEMS REPAIRS IS THE FACT THAT THE YEAR 2000 IS A LEAP YEAR UNLIKE MOST OTHER CENTURY DATES. THE Y2K ISSUE IS A REAL THREAT AND IT AFFECTS SYSTEMS THROUGHOUT FAA:

- NATIONAL AIRSPACE SYSTEM (NAS): MANY OF THE FAA'S MISSION CRITICAL SYSTEMS, INCLUDING THOSE SUPPORTING SURVEILLANCE, NAVIGATION, ENROUTE, TERMINAL, AND OCEANIC, WILL BE IMPACTED BY THE Y2K ISSUE. SAFETY AND ADMINISTRATIVE SYSTEMS: MAINFRAME AND PERSONAL COMPUTER (PC)/LOCAL AREA NETWORK (LAN) SYSTEMS WILL BE IMPACTED.

- REGULATION AND CERTIFICATION: AVIONICS EQUIPMENT THAT FAA REGULATES WILL ALSO NEED TO BE EXAMINED FOR Y2K IMPACT. THE FAA Y2K GOAL IS TO ENSURE THE SAFETY OF THE NATIONAL AIRSPACE SYSTEM (NAS) AS WELL AS TO ENSURE THAT ALL FAA SYSTEMS WILL OPERATE THROUGH THE YEAR 2000 CENTURY DATE CHANGE. ALL FAA SYSTEMS WILL BE Y2K COMPLIANT BY JUNE 30, 1999.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: RAYMOND M. LONG 202-267-9512

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO236 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

THE ENTERPRISE NETWORK [ENET] PROGRAM [ARA/AIT]

TOTAL LIFE CYCLE COST (IN \$000): \$17,405

DESCRIPTION:

THE ENTERPRISE NETWORK (ENET) PROGRAM IS AN FAA-WIDE EFFORT TO MANAGE THE ACQUISITION, IMPLEMENTATION, AND OPERATION OF THE AGENCY'S NETWORKING INFRASTRUCTURE. ENET SUPPORTS THE ARA MISSION TO PROVIDE RESEARCH, DEVELOPMENT, AND ACQUISITION FOR PRODUCTS AND SERVICES THAT ENSURE A SAFE AND EFFICIENT NATIONAL AIRSPACE SYSTEM (NAS) BOTH TODAY AND IN THE FUTURE. ENET ENCOMPASSES EXISTING NETWORKING FACILITIES, ADTN2000 SERVICES, AND FUTURE NETWORKING CAPABILITIES. STANDARDIZATION AND MANAGEMENT OF ENTERPRISE DATA TELECOMMUNICATION SYSTEMS IS THE PRIMARY MISSION OF THE ENET PROGRAM. THIS FACILITATES COST-EFFECTIVE AGENCY-WIDE SOLUTIONS BY ENSURING NETWORK INTEROPERABILITY BETWEEN ISOLATED COMPONENTS OF THE AGENCY'S TELECOMMUNICATIONS INFRASTRUCTURE, AND PROVIDING INTERCONNECTIVITY THROUGH A COORDINATED EFFORT TO ENSURE THAT THE FAA NETWORK IS UTILIZED AS ONE ENTERPRISE-WIDE SHARED AGENCY ASSET.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: THOMAS E RYAN (202) 267-9086

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO237 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

PROGRAM MANAGEMENT SYSTEM (PMS) TOOLS (ARA/AIT)

TOTAL LIFE CYCLE COST (IN \$000): \$36,003

DESCRIPTION:

THE PROGRAM MANAGEMENT SYSTEM (PMS) TOOLS SUPPORT THE FAA IN THE IMPLEMENTATION OF THE CAPITAL INVESTMENT PLAN (CIP). MOST SIGNIFICANTLY, AIRLINE PASSENGERS WILL BENEFIT FROM THE IMPLEMENTATION OF THE CIP WITH IMPROVEMENTS IN FLIGHT SERVICES, MORE EFFICIENT ROUTING, REDUCED DELAYS, AND GREATER SAFETY. THE DEDICATED PROFESSIONALS IMPLEMENTING THE CIP NEED THE PMS TOOLS TO ENSURE THE MISSION IS ACCOMPLISHED. THE TOOLS INCLUDE THE SCHEDULE MANAGEMENT TOOL, A WINDOWS-BASED TOOL PROVIDING A GRAPHICAL USER INTERFACE TO ACCESS EASY-TO-USE SCHEDULING APPLICATIONS TO MANAGE CIP PROJECT SCHEDULES, MATERIEL DELIVERIES DATA, AND FAA PROGRAM ACTIVITIES; COST MANAGEMENT TOOL (CMT), A RAMIS, ON-LINE, INTERACTIVE, MENU-DRIVEN, DATABASE SYSTEM APPLICATION THAT CONSISTS OF THREE SUBSYSTEMS USED IN COST CONTROL FUNCTIONS AT FAA HEADQUARTERS; DOCUMENTATION AND CONFIGURATION IDENTIFICATION SYSTEM (DOCCON, A RAMIS ON-LINE, INTERACTIVE, HIERARCHICAL DATABASE SYSTEM THAT IDENTIFIES AND TRACKS CIP BASELINE CONFIGURATION ITEMS; SYSTEM CHANGE REQUEST (SCR), AN INTERACTIVE, MENU-DRIVEN RAMIS DATABASE APPLICATION THAT TRACKS CHANGES SUGGESTED BY THE USER COMMUNITY FOR THE PROGRAM MANAGEMENT SYSTEM (PMS) TOOL SUITE; NATIONAL AIRSPACE INFORMATION (NASI) SYSTEM, AN INTEGRATED SUITE OF DOCUMENTATION AND WORKFLOW MANAGEMENT TOOLS TO AID FAA USERS IN THE DISSEMINATION OF INFORMATION.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: ANTHONY F. OSBORNE 202-267-3194

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO238 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

INTERNET TECHNOLOGIES SERVICES

TOTAL LIFE CYCLE COST (IN \$000): \$4,050

DESCRIPTION:

SUPPORTS THE MANAGEMENT OF INFORMATION ACCESS AND DISSEMINATION TO THE PUBLIC AND THE FAA. THIS SUPPORT INCLUDES SUPPORTING THE DEVELOPMENT OF STANDARDS AND GUIDELINES FOR MANAGING INFORMATION ON PUBLIC/PRIVATE INFORMATION SYSTEMS, PROVIDING BUSINESS CONSULTATION TO CUSTOMERS, PERFORMING LIBRARIAN FUNCTIONS, DEVELOPING INDEXES/DIRECTORIES ORGANIZING INFORMATION PRODUCTS, AND PROVIDING GUIDANCE ON THE RELEASE OF INFORMATION FROM PUBLIC AND PRIVATE INFORMATION SYSTEMS. ADDITIONALLY, INTERNET TECHNOLOGIES SERVICES SUPPORTS THE FAA BY PROVIDING INTERNET TECHNOLOGIES SERVER OPERATIONS AND REDUCES DUPLICATION OF OPERATION OF SEPARATE OFFICE LEVEL INTERNET TECHNOLOGIES SERVERS. OPERATIONAL MANPOWER AND UPGRADED AND REPLACEMENT EQUIPMENT WILL BE THE MAJOR FUTURE EXPENSES IN THIS EFFORT.

THIS PROJECT WILL BE FUNDED WITH AIT OPERATIONS FUNDS

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: SCOTT CHAMBERLIN 202-267-9971

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO239 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) - UPGRADE

TOTAL LIFE CYCLE COST (IN \$000): \$52,400

DESCRIPTION:

THE LLWAS MONITORS THE AIRPORT AREA AND ALERTS PILOTS, THROUGH THE AIR TRAFFIC CONTROLLERS, WHEN HAZARDOUS WIND SHEAR CONDITIONS ARE DETECTED. THERE ARE THREE PROJECTS RUNNING SIMULTANEOUSLY WITHIN THE OVERALL LLWAS PROGRAM: LLWAS NETWORK EXPANSION (LLWAS-NE) PROJECT, LLWAS POLE RELOCATION PROJECT, AND THE LLWAS SUSTAINMENT PROJECT. THE LLWAS NETWORK EXPANSION PROJECT IS AN UPGRADE TO THE LLWAS-2 SYSTEMS, PROVIDING A HIGHER PROBABILITY OF MICROBURST DETECTION. THE LLWAS POLE RELOCATION PROJECT IMPROVES CURRENT PERFORMANCE BY RELOCATING/REPLACING ANEMOMETERS AND POLES. THE LLWAS SUSTAINMENT PROJECT OBJECTIVE IS TO MAINTAIN THE OVERALL LLWAS SYSTEM PERFORMANCE BY ADDRESSING SYSTEM SUPPORTABILITY ISSUES.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: WILLIAM CHIN, 202 267-8652

CONTRACT STRATEGY:

FFP

INITIATIVE ID: FAAOO240 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

TERMINAL DOPPLER WEATHER RADAR (TDWR)

TOTAL LIFE CYCLE COST (IN \$000): \$393,500

DESCRIPTION:

THE TERMINAL DOPPLER WEATHER RADAR PROGRAM HAS ESTABLISHED A TERMINAL AVIATION WEATHER RADAR CAPABILITY AT 45 OPERATIONAL SITES. THAT WILL PROVIDE ACCURATE AVIATION WEATHER PRODUCTS (MICROBURST, GUST FRONTS, AND RELATED HAZARDOUS WIND SHEAR) AND FURNISH SOFTWARE ALGORITHMS TO IMPROVE THE RADAR PRESENTATION OF WEATHER DATA. TDWR PROVIDES INCREASED SAFETY AND IMPROVED RUNWAY/AIRFIELD MANAGEMENT THROUGH THE DETECTION AND DISPLAY OF MICROBURSTS, GUST FRONTS, PRECIPITATION AND THE PREDICTION OF WIND SHIFTS. LIFE CYCLE OF SYSTEM IS 20 YEARS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: CARLOS RODRIGUEZ 202 267-9432

CONTRACT STRATEGY:

FFP/CP

INITIATIVE ID: FAAOO241 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

WEATHER SYSTEMS PROCESSOR (WSP)

TOTAL LIFE CYCLE COST (IN \$000): \$80,400

DESCRIPTION:

THERE IS A NEED TO ESTABLISH A TERMINAL AVIATION WEATHER RADAR CAPABILITY AT ASR-EQUIPPED AIRPORTS WHICH DO NOT RECEIVE THE TERMINAL DOPPLER WEATHER RADAR (TDWR), HAVE HIGH EXPOSURE TO WIND SHEAR, AND CONDUCT MEDIUM TO HIGH AMOUNTS OF AIR TRAFFIC OPERATIONS. WSP IS A LOW COST ALTERNATIVE TO TDWR WHICH PROVIDES TDWR-LIKE WEATHER RADAR PERFORMANCE FROM AN EXISTING SEARCH RADAR (ASR) HOST AT A LOWER COST THAN TDWR. MEDIUM AIR TRAFFIC DENSITY AIRPORTS AND LARGE AIRPORTS WHICH CANNOT SITE THE TDWR WILL RECEIVE WSP. WSP WILL PROVIDE ADVANCE WARNING TO CONTROLLERS AND PILOTS OF HAZARDOUS WIND SHEAR AND OTHER HAZARDOUS WEATHER CONDITIONS. LIFE CYCLE FOR SYSTEM IS 20 YEARS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: JAMES PETTE 202 267-9381

CONTRACT STRATEGY:

FFP

INITIATIVE ID: FAAOO242 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Acquisition Workforce Learning System (AWLS)

TOTAL LIFE CYCLE COST (IN \$000):

\$1,199

DESCRIPTION:

THE AWLS DATABASE IS A "COMMERCIAL-OFF-THE-SHELF (COTS) APPLICATION DESIGNED TO STORE, ANALYZE AND REPORT ON OFFICE OF RESEARCH AND ACQUISITIONS (ARA) EMPLOYEE COMPETENCY DATA.. THE APPLICATION IS USED TO ADMINISTER AN ANNUAL ARA-WIDE EMPLOYEE/MANAGER COMPETENCY ASSESSMENT IN SUPPORT OF THE FAA'S PERSONNEL REFORM INITIATIVE. EACH ARA EMPLOYEE AND THEIR MANAGERS COMPLETED ASSESSMENTS THIS YEAR. SUBSEQUENT ASSESSMENTS, USING THE APPLICATION, WILL BE MADE ON AN ANNUAL BASIS. ARA PLANS TO USE THE SYSTEM AS A BASIS OF THE LEARNING SYSTEM SUPPORT CENTER THAT WILL BE AVAILABLE FOR ARA EMPLOYEES TRAINING AND DEVELOPMENT PLANNING.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

See Above

CONTACT PERSON AND PHONE NUMBER: Marjorie Budd, 202-267-5052

CONTRACT STRATEGY:

Commercial Off the Shelf (COTS) software application.

INITIATIVE ID: FAAOO244 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ENHANCED TERMINAL VOICE SWITCH (ETVS) (COMBINED WITH TERMINAL VOICE SWITCH REPLACEMENT (TVSR))

TOTAL LIFE CYCLE COST (IN \$000):

\$170,100

DESCRIPTION:

The Enhanced Terminal Voice Switch (ETVS) [combined with the Terminal Voice Switch Replacement (TVSR)] provide modern integrated air-to-ground (A/G) and ground-to-ground (G/G) terminal Air Traffic Control (ATC) voice switching equipment to a current estimated 421 FAA Air Traffic Control Towers (ATCT), Tower Radar Approach Control (TRACON) facilities, and large consolidated TRACON facilities. These voice switches enable air traffic (AT) controllers to communicate with aircraft and each other to manage terminal environment traffic flows. In addition to ETVS, the major TVSR components include the Small Tower Voice Switch (STVS), and the Rapid Deployment Voice Switch (RDVS) I, II, and IIA. Other ancillary equipment include the Operational Support Telephone System (OSTS) and the Voice Switch By-Pass (VSBP). Since calendar year (CY) 1993, ATC voice switches, ranging in system sizes from 4-to-180 positions, have been acquired, tested, and fielded to 203 FAA terminal environment facilities.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

1. The FAA Director, Air Traffic Services, is the requirements sponsor organization for the ETVS (combined with TVSR) to support the FAA's Strategic Goal to safely and efficiently meet the system capacity needs for air and space transportation. The ETVS (combined with TVSR) support this Goal's objective to maintain and modernize the NAS infrastructure to meet current and future demands for ATC and air transportation needs by providing modern voice switching equipment for ATCTs, TRACON facilities, and large consolidated TRACONs. These modern ATC voice switches provide integrated A/G and G/G systems that enhance the basic switch functionality and features of current terminal ATC voice switching equipment. The ETVS (combined with TVSR) also replace aging Integrated Communication Switching Systems (ICSS) in operation for an excess of 15 years and that are expensive to maintain and difficult to support. Technology advancements, coupled with key competitive contract awards, enable the FAA's Voice Switching and Recording (VS/R) Product Team (PT) to provide modern terminal voice switch systems at a lower cost per position. As an example, an analog technology terminal

voice switch procured in CY 1982 averaged \$37K (then year dollars) per position [approximately \$52K (constant 1997 dollars) per position]. A modern digital terminal voice switch procured in CY 1998 averages approximately \$14K-to-\$15K per position. In addition, the ETVS (combined with TVSR) maintenance costs are a fraction of the replaced electromechanical and analog terminal voice switches maintenance costs.

2. Prior to initiation of the ETVS (combined with TVSR) program, all of the FAA's existing terminal voice switch equipment consisted of a combination of electromechanical and analog voice switches. The ETVS (combined with TVSR) was initiated to address the FAA's following problems: (a) the electromechanical switches no longer exist within the commercial industry and replacement parts have to be cannibalized from decommissioned systems or hand-made; and (2) the analog voice switches, while not yet experiencing severe parts supply problems, are expensive to maintain and cannot be expanded to meet the increasing demands for air traffic communications. The ETVS (combined with TVSR) modern voice switches provide enhanced functionality, higher reliability, and lower maintenance costs as compared to the replaced electromechanical and analog voice switches.

CONTACT PERSON AND PHONE NUMBER: Michelle Brune; 202-493-4790

CONTRACT STRATEGY:

1. The ETVS (combined with TVSR) acquisition approaches consist primarily of Indefinite Quantity and Indefinite Delivery (ID/IQ) contract vehicles. These contracts specify a time period for voice switch delivery from the time that the FAA places an order with the vendor.
2. Firm Fixed Price (FFP) contracts are preferred because commercial-off-the-shelf (COTS) and non-developmental-item (NDI) systems are generally available to meet the ETVS (combined with TVSR) delivery requirements.

INITIATIVE ID: FAAOO245 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

VOICE RECORDER REPLACEMENT PROGRAM (VRRP)

TOTAL LIFE CYCLE COST (IN \$000): \$24,000

DESCRIPTION:

VOICE RECORDER REPLACEMENT PROGRAM WILL PROVIDE MODERN COMMERCIAL-OFF-THE-SHELF (COTS) VOICE RECORDING EQUIPMENT TO SUPPORT THE REQUIREMENTS TO PROVIDE LEGAL RECORDING CAPABILITY OF ALL VOICE COMMUNICATIONS INVOLVING AIR TRAFFIC CONTROL ACTIVITIES. THE PROGRAM WILL INVOLVE A PROCUREMENT TO MODERNIZE EXISTING LEGAL RECORDING CAPABILITY FOR ALL TERMINAL FACILITIES, AUTOMATED FLIGHT SERVICE STATIONS, AND FLIGHT SERVICE STATIONS AND FOR AIR ROUTE TRAFFIC CONTROL CENTERS AND PLANNED EXPANDED TRACONS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

The Federal Aviation Administration (FAA) has a legal responsibility to record all communications between air traffic controllers and between controllers and pilots in all airport traffic control environments. These environments include Airport Traffic Control Towers (ATCT), Terminal Radar Approach Controls (TRACON), Flight Service Stations (FSS), and Air Route Traffic Control Centers (ARTCC). Recorder hardware, software, installation, and after sale service will be required for numerous Federal Aviation Administration (FAA) and Department of Defense (DOD) sites throughout the United States. Channel requirements range from 8 to 432 per site.

CONTACT PERSON AND PHONE NUMBER: Michelle Brune 202-493-4790

CONTRACT STRATEGY:

1. The statement of Work was performance-based. Performance goals focused on achieving cost and performance efficiencies over the life cycle of the product using digital voice recording technology. This procurement was accomplished in accordance with Section 5063 of Public Law 103-55, the Federal

Acquisition Streamlining Act (FASA) of 1994 and was executed in 3 stages: (1) Pre-screening; (2) Pre-evaluation/Qualification; and (3) Final Evaluation/ Selection. The process was designed to promote the use of streamlined commercial acquisition techniques to the maximum extent possible.

INITIATIVE ID: FAAOO247 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

OFFICE AUTOMATION PROJECTS

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

OFFICE AUTOMATION PROJECTS INCLUDE THE FOLLOWING:

1. Extend 100MHz LAN bandwidth to the customer (upgrade backbone to 1Gigahertz; upgrade main LAN switches; replace remaining CAT3 wiring)
2. Improve remote access (56k analog modem and ISDN or better digital access; implement TCSCAS+ security; promote web enabled applications)
3. Improve network monitoring (RMON probes; Cybercop; baselining)
4. Improve network security and integrity
5. Upgrade all automation hardware and software to Y2K compliance.
6. Upgrade remaining customers to Office 97/99.
7. Upgrade workstations to Windows NT.
8. Implement AALWEB (regional intranet)
9. Support implementation of national systems
10. Automate distribution and support of workstation software using Microsoft SMS or equivalent management software.
11. Improve unattended backup capacity and speed.
12. Test desktop video and LAN-based teleconferencing.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: NAOMI CHRISTENSEN 907-271-5175

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO248 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Runway Incursions Reduction Program (RIRP) (S09.01-00)(formerly Airport Surface Target Identification System (ATIDS))

TOTAL LIFE CYCLE COST (IN \$000): \$259,100

DESCRIPTION:

This program received JRC-1 Mission Need approval in May 1998. The Initial Requirements Document (IRD) is in the initial stage of development. The Investment Analysis will then be prepared to determine different solutions to enable the team to meet the mission. The summary of future funding requirements is based on a ROM for the JRC and is subject to change once the investment analysis and solution is selected. (JRC-2).

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Irene Langweil, 202 267-5348

CONTRACT STRATEGY:

Unknow at this time

INITIATIVE ID: FAAOO249 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Digital Bright Radar Indicator Tower Equipment (DBRITE)

TOTAL LIFE CYCLE COST (IN \$000): \$1,333

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO250 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Display Channel Complex Rehost (DCCR)

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO251 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Host & Oceanic Computer System Replacement (HOCSR)

TOTAL LIFE CYCLE COST (IN \$000): \$424,100

DESCRIPTION:

Replaces the primary en route computer system (HOST) in the 20 en route centers and the oceanic systems (oceanic display and planning system) in 2 centers, and the off-shore flight data processing system in Honolulu.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Mission Need: To maintain the reliability and performance of the Host and Oceanic Computer Systems within the National Airspace System (NAS) so that future major outages of air traffic control services do not occur. The HOCSR provides operational air traffic control capabilities in the mission areas of safety and capacity and provides secondary benefits in the mission area of Productivity/Business Practices.

Basis For Selecting the Project: Time urgency of mission need and cost effectiveness.

Life-Cycle Cost Estimate: Based on the February 1998 Life-Cycle Cost Estimate, the HOCSR LCC is estimated at \$607.3M. Benefit Cost Ratio: The limited inventory of repair parts was the primary factor in the HOCSR decision. Loss of service due to unavailable parts would result in extended outages at one or more Air Route Traffic Control Centers. The cost to the FAA and the user community of such an extended outage would be so enormous no cost benefits analysis was necessary.

Key Assumptions: The HOST Computer System could not continue to be sustained. The HOST Y2K

problems could be fixed and the replacement system will be Y2K compliant.

CONTACT PERSON AND PHONE NUMBER: John McKenna, 202-366-5413

CONTRACT STRATEGY:

1. The HOCSR contract is a performance based contract. The contractor is required to have a fully compliant Earned Value Management System to measure the technical, cost and schedule performance goals
2. The HOCSR program will be accomplished under a contract modification to the existing HOST sustainment contract. Under the modification the contractor is required to implement earned value management and provide full cost/schedule reporting to the government.

INITIATIVE ID: FAAOO252 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

National Operational Data Archive (NODA)

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO253 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

COMMUNICATIONS FACILITY ENHANCEMENT (CFE) (ARA/AND) (CIP-06)

TOTAL LIFE CYCLE COST (IN \$000): \$146,600

DESCRIPTION:

To meet air traffic operational needs for air/ground communications, it is essential to expand existing RCFs including remote center air/ground communications facilities (RCAGs), remote communications outlets (RCOs), and remote transmitter receivers facilities (RTRs) by adding air/ground communication frequencies and relocating owned/leased facilities for proper communication coverage.

In several instances, radio communications between pilots and air traffic controllers have been impaired, reduced, or lacking. Corrective action must be taken to preserve safety. Changes in traffic volume and complexity have compounded problems and require improved air route traffic control center communication.

This project provides a vehicle for facilities to improve communications coverage to meet specific operational requirements based upon resectorization and traffic demands instead of limiting refinements of the system due to present radio coverage constraints. There is an additional segment of this program to replace transmitter and receiver equipment at the most problematic locations. To date, this program has expanded/relocated 64 sites and procured 5,600 radios for the replacement program. In FY 1998, \$1,440,000 was requested for five additional expansion/relocation sites. In FY 1999 \$31,600,000 is requested for an estimated 67 expansion/relocation sites and to procure 1,940 replacement radios.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

A Cost-Benefit Analysis (CBA) for both segments of this program has been performed. The CFE

expansion segment provides a total NPV of \$48,000,000 (FY 1996 dollars) of benefits over the program's life cycle. The expansion benefits the airline industry in the form of reduced aircraft operations and maintenance costs due to more efficient flight patterns. Because the large one-time prime contractor costs are sunk, the average return on investment for all future sites is estimated to be approximately \$1.56 in user benefits for every F&E dollar invested. The radio replacement segment total NPV is \$29,000,000 (FY 1996 dollars) of benefits over the program's life cycle. The radio replacement segment provides benefits directly to the FAA in lowered periodic and correctional maintenance costs of the old and technically obsolete transmitters and receivers in the field. The average return on investment for all radios to be replaced is estimated to be \$3.42 in Agency benefits for every F&E dollar invested.

CONTACT PERSON AND PHONE NUMBER: George O'Neill, 202-493-4821

CONTRACT STRATEGY:

IDIQ Indefinite Delivery Indefinite Quantity contract vehicle to accommodate requirements. Firm Fixed Price (FFP) contracts are preferred because commercial-off-the-shelf (COTS) and nondevelopmental-item (NDI) systems are generally available to delivery requirements.

INITIATIVE ID: FAAOO254 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Critical Telecommunications Support

TOTAL LIFE CYCLE COST (IN \$000): \$135,000

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO255 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Establish Alaskan NAS Interfacility Communications System (ANICS) Satellite Network

TOTAL LIFE CYCLE COST (IN \$000): \$57,400

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO256 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

FAA Owned Micro-Wave (FAAOMW) (Formerly LDRCL, CIP-12)

TOTAL LIFE CYCLE COST (IN \$000): \$158,877

DESCRIPTION:

this project was titled EXPANSION/RECONFIGURATION OF LOW DENSITY RADIO COMMUNICATIONS LINK (LDRCL) in the FY-98 5-Yr. Plan.

The FAA needs an alternate system to transmit critical radar data and communications among FAA facilities where reliable, diverse commercial telecommunication service is not economically advantageous or does not exist. The FAA radar microwave link (RML) communications system has become obsolete and difficult to maintain because replacement parts are no longer available. To improve the situation a major portion of the RML backbone network has recently been replaced with the radio communications link (RCL).

The low density radio communications link project provides the interfacility communications system with the capability to establish low density microwave spurs to the RCL backbone system. LDRCL provides diversity for critical and essential voice and data services in the NAS, and provides connectivity where leased services are not available or cost effective.

This project has two concurrent phases. Phase I replaces selected low-capacity, obsolete radar microwave link systems. Phase II, funded under the operations appropriation, expands interfacility communications where it is cost beneficial when compared to leased service, or where leased service does not exist. Low density radio communications link equipment will provide low to medium capacity connectivity between central facilities and remote locations.**JUSTIFICATION - PERFORMANCE AND SAVINGS:**

CONTACT PERSON AND PHONE NUMBER: Sandra Anderson, 202-493-4809

CONTRACT STRATEGY:

IDIQ Indefinite Delivery Indefinite Quantity contract vehicle to accommodate requirements. Firm Fixed Price (FFP) contracts are preferred because commercial-off-the-shelf (COTS) and nondevelopmental-item (NDI) systems are generally available to delivery requirements.

INITIATIVE ID: FAAOO258 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

FAA Telecommunications Satellite (FAATSAT)

TOTAL LIFE CYCLE COST (IN \$000): \$124,298

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO259 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

GULF OF MEXICO COMMUNICATIONS ENHANCE (ARA/AND) (CIP-22)

TOTAL LIFE CYCLE COST (IN \$000): \$26,000

DESCRIPTION:

Line of sight limitations prevent land-based radios from providing direct air-to-ground VHF radio communications coverage in the Gulf of Mexico Flight Information Region (FIR) As a result, separation standards cannot be reduced and increasing traffic demand cannot be met.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Mike Goldser, 202-493-4815

CONTRACT STRATEGY:

IDIQ Indefinite Delivery Indefinite Quantity contract vehicle to accommodate requirements. Firm Fixed Price (FFP) contracts are preferred because commercial-off-the-shelf (COTS) and non developmental-item (NDI) systems are generally available to delivery requirements.

INITIATIVE ID: FAAOO260 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

National Plan of Integrated Airport System/Capital Improvement Program

TOTAL LIFE CYCLE COST (IN \$000): \$900

DESCRIPTION:

The NPIAS/CIP system holds all US airport planning information. The NPIAS portion is an unconstrained inventory of all future airport development/improvement projects, regardless of eventual funding source (entitlement, PFC, discretionary, or local). NPIAS turns into a Congressionally mandated biannual publication. The CIP portion of the system identifies those projects likely to be funded using discretionary funds over the next 3-5 years. Once an annual plan of projects and improvements is approved, grant funds are applied and tracked in the AIP system.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Airports is required to publish an unconstrained list of all proposed airport improvement projects submitted by the airports, states, or other sponsors. Long range planning also enables Congress to see the future demand for federal grant money to continue to expand and improve the national airport system. The CIP function permits the FAA to systematically and in a priority order determine where best to spend available discretionary funds.

CONTACT PERSON AND PHONE NUMBER: Nancy Watson, 202-267-9700

CONTRACT STRATEGY:

During FY 98 development of a windows-based, national NPIAS/CIP system commenced by contractors at the Volpe center. Volpe was responsible for developing and maintaining the original DOS-based NPIAS system which is/was not Y2000 compliant. Airports gave Volpe the direction to rehost the software, make it Y2000 compliant, and have a single national host. Volpe and their contractors were the most logical to do the followon work because all Airports systems will be hosted there, they have intimate knowledge of Airports business and information needs.

INITIATIVE ID: FAAOO261 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Office of Airports - Office Automation Infrastructure and Support

TOTAL LIFE CYCLE COST (IN \$000): \$4,000

DESCRIPTION:

Provide necessary technical refreshment of office automation hardware, software, communications to airports employees, including adequate technical support services. Airports attempts to maintain a 3 year replacement cycle of desktop computers and to keep up with stable versions of standard OA software. The costs are approximately \$300K per year for Tech support services and \$500K for infrastructure additions and improvements.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Today's worker needs modern tools to do daily job functions as well as to interact with advanced information systems. Better, faster equipment will allow workers to use their time more efficiently.

CONTACT PERSON AND PHONE NUMBER: Nancy Watson, 202-267-9700

CONTRACT STRATEGY:

Tech support services in HQ are provided via a contract with the Volpe center. Persons and talents are brought in and out of the contract as skill requirements change.

INITIATIVE ID: FAAOO264 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Corporate Repository (AVR/AIR)

TOTAL LIFE CYCLE COST (IN \$000): \$4,550

DESCRIPTION:

An electronic repository of the FAR, polices, guidances, and other documents pertaining to the mission of AIR **JUSTIFICATION - PERFORMANCE AND SAVINGS:** Improve work process within AIR and improve communication with industry

CONTACT PERSON AND PHONE NUMBER: Susan Buckingham 202-267-3682

CONTRACT STRATEGY:

NIH Imageworld Contract

INITIATIVE ID: FAAOO265 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Accident Investigation System (AVR/AII)

TOTAL LIFE CYCLE COST (IN \$000): \$3,520

DESCRIPTION:

The Accident Investigation System provides the necessary hardware, software, analysis, tracking, storage, retrieval, search, control, and quality assurance of documents involved in aircraft accident investigation and reports and NTSB and FAA recommendations.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

The AIS is necessary for the operational requirement of the Office of Accident Investigation and the overall safety program of AVR.

CONTACT PERSON AND PHONE NUMBER: William A. Spofford. 202-267-8153

CONTRACT STRATEGY:

Use of the 8A program.

INITIATIVE ID: FAAOO266 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AVR Infrastructure

TOTAL LIFE CYCLE COST (IN \$000): \$1,300

DESCRIPTION:

Project provides the hardware, software, and operational support of the national AVR automation infrastructure. Included are servers and associated software deployed throughout AVR to accommodate a variety of client-server applications and provide internet and intranet access. Also provides a laboratory for application testing and configuration

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: John Dean, (202) 267-3995

CONTRACT STRATEGY:

GSA Schedule, small competitive purchases

INITIATIVE ID: FAAOO267 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AVR Headquarters LAN

TOTAL LIFE CYCLE COST (IN \$000): \$760

DESCRIPTION:

Project provides modernization and support of the AVR headquarters local area network (LAN), including testing, evaluation, implementation, and operation of hardware and software.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Thomas Brown, (202) 267-9698

CONTRACT STRATEGY:

GSA Schedule, small competitive purchases

INITIATIVE ID: FAAOO268 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

INTEGRATED FLIGHT QUALITY ASSURANCE (IFQA)(AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$17,200

DESCRIPTION:

THE INTEGRATED FLIGHT QUALITY ASSURANCE (IFQA) PROGRAM WILL DEVELOP A FLIGHT OPERATIONAL QUALITY ASSURANCE (FOQA) AGGREGATE ELECTRONIC DATA ACQUISITION AND INFORMATION MANAGEMENT INFRASTRUCTURE. THIS PROGRAM PROVIDES DATA CONSOLIDATION, ANALYSIS, TRENDING, AND INFORMATION SHARING CAPABILITY WHICH IS COMPATIBLE WITH FAA OBJECTIVES AND ENABLES FAA ACCESS TO AGGREGATE FOQA DATA FOR AIR CARRIER SURVEILLANCE AND OVERSIGHT PURPOSES, AS WELL AS FOR USE IN FORMULATING FAA POLICY AND DECISION MAKING.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

PROVIDE THE FAA WITH THE MEANS OF USING AGGREGATE DIGITAL FLIGHT DATA TO ENHANCE THE EFFICIENCY AND EFFECTIVENESS OF ITS AIR CARRIER SURVEILLANCE OPERATIONS

CONTACT PERSON AND PHONE NUMBER: TOM LONGRIDGE, MGR, AFS-230, 703 661-0260

CONTRACT STRATEGY:

MULTI-PHASE COMPETITIVE AWARDS

INITIATIVE ID: FAAOO269 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

WEB INFORMATION MANAGMENT SYSTEM (WIMS)(AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$23,100

DESCRIPTION:

Integration of existing FAA data with other government owned data is critical to enable AFS to access and utilize facts concerning operations and maintenance safety standards for air carriers, commercial operators, air agencies, airmen/airwomen, and civil aircraft, including aircraft registration, and procedures.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Improved AFS Strategic planning and project management.

CONTACT PERSON AND PHONE NUMBER: BRAD SHEFKA 202-493-4148

CONTRACT STRATEGY:

GSA Schedule

INITIATIVE ID: FAAOO270 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ANALYSIS FOR FSAS(AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$300

DESCRIPTION:

ANALYSIS FOR FSAS IS A DATA QUALITY PROGRAM TO PROVIDE EACH FSDO/CMO THE ABILITY TO QUERY/REPORT/ANALYZE THE DATA CONTAINED IN THEIR LOCAL FSAS PARADOX 3.5 DATABASES TO INSURE THE COMPLETENESS AND CORRECTNESS OF THAT DATA.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

ANALYSIS FOR FSAS PROVIDES A FAST AND RELIABLE MEANS TO ACCESS THE DATA CONTAINED IN THE LOCAL FSAS PARADOX 3.5 DATABASES IN A WINDOWS FORMAT, BYPASSING THE PARADOX QUERY SYSTEM. IT PROVIDES A CONSIDERABLE TIMESAVINGS TO THE OFFICE MANAGEMENT IN REVIEWING THEIR DATABASES, ESPECIALLY IN THE REVIEWING OF PTRS COMMENTS. ADDITIONALLY IT PROVIDES A FAST REPORT TOOL FOR ALL VIS/PTRS FILES.

CONTACT PERSON AND PHONE NUMBER: LEO KUNEMAN 410-787-0040

CONTRACT STRATEGY:

TIME AND MATERIALS

INITIATIVE ID: FAAOO271 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

INTERNATIONAL AIRCRAFT OPERATOR INFORMATION SYSTEM (AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$2,465

DESCRIPTION:

IOAIS provides useful Aircraft Operator information for all US type certified aircraft under both US and foreign registration, both present and historical. It is also used as a source of sanitized and standardized aircraft data by safety analysis researchers.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Provides operator aircraft information to Air Worthiness Inspectors out in the field. Information has not previously been available prior to development of this program.

CONTACT PERSON AND PHONE NUMBER: Jerry Super 405-954-7040

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO272 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Life Cycle Replacement (AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$7,905

DESCRIPTION:

Life Cycle Replacement provides for procurement of software and hardware due to office growth of Flight Standards nationwide to include upgrading Novell Server licensing, phasing out older hardware, and buying of new printers.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Provides latest technology upgrades in software and hardware to field offices in Flight Standards improving speed and accessibility in developing/designing/utilization of automated databases and processes.

CONTACT PERSON AND PHONE NUMBER: ROBIN RAINES 405-954-6431

CONTRACT STRATEGY:

Procure software/hardware from most competitive vendor through local competitive small purchases.

INITIATIVE ID: FAAOO273 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Certification Standardization & Evaluation Team (CSET) (AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$9,754

DESCRIPTION:

CSET WILL BE ENHANCING THE AUTOMATION INFRASTRUCTURE IN FY99 TO DO THE FOLLOWING: CERTIFICATION SUPPORTWEB DEVELOPMENT FOR ON-GOING CERTIFICATION APPLICATION EXPAND THE CSET HELP DESK STAFFING & CERTIFICATION SUPPORT PROVIDE AUTOMATION TRAINING TO TEAM MEMBERS AND TEAM LEADERS PROCURE AND INTEGRATE THE FOLLOWING ENHANCEMENTS AND UPGRADES FOR CSET SERVERS

- 1 DLT BACKUP TAPE SYSTEM
- 2 SERVER RAID STORAGE EXPANSION
- 3 SERVER TRANSFER TO ALTERNATE LOCATION
- 4 LAPTOP SUPPLIES/UPGRADES (AS NEEDED)
- 5 ISDN ADDITION – SERVERS
- 6 ISDN ADDITION – TEAM LEADERS
- 7 VIRTUAL OFFICE SOFTWARE UPGRADE – SERVERS
- 8 LAPTOP CAMERA PROCUREMENT AND INTEGRATION FOR VIDEO TELECONFERENCES

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CSET DOES NOT HAVE STAFF AVAILABLE WITH THE REQUIRED TECHNICAL KNOWLEDGE TO SUPPORT THE AUTOMATION REQUIREMENTS.

CONTACT PERSON AND PHONE NUMBER: LYN PIERCE (253)845-1987

CONTRACT STRATEGY:

GSA Schedule

INITIATIVE ID: FAAOO274 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

BUSINESS OVERSIGHT SUPPORT SYSTEM (BOSS) (AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$576

DESCRIPTION:

The Business Oversight and Status System (BOSS) was chosen as the national cuff record system to provide:

- greater accuracy in reporting the budget status of a site.
- greater flexibility in reporting.
- a mechanism to reconcile data with the official budget system (DAFIS).
- budget information from one level to the next level (Field Office to Region Office and Regional Office to National Office) without any intervention by the users.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

New BOSS system will shift focus of budget process away from data entry and correction to data analysis and quality. The resulting reports will be more accurate, timely, and robust.

CONTACT PERSON AND PHONE NUMBER: PATRICK MURPHY 781-238-7212

CONTRACT STRATEGY:

Contract support was provided by AFS-600 through a preexisting contract vehicle. Prior performance of the contractor was good and their knowledge of Flight Standard's infrastructure saved time and resources in developing and deploying the system. The BOSS contract's nominal value also contributed to "piggybacking" a contract versus establishing a new contract.

INITIATIVE ID: FAAOO275 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Data Quality Application Milestones (AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$515

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO276 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

FIELD INFRASTRUCTURE (AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$2,845

DESCRIPTION:

Field Infrastructure provides for procurement of additional wiring and cabling, new CD ROMs and other miscellaneous hardware required to support computer hardware upgrades and enhancements due to office growth of Flight Standards nationwide.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Provides latest technology upgrades in hardware to field offices in Flight Standards improving speed and accessibility in developing/designing/utilization of automated databases and processes.

CONTACT PERSON AND PHONE NUMBER: ROBIN RAINES 405-954-6431

CONTRACT STRATEGY:

Procure software/hardware from most competitive vendor through local competitive small purchases.

INITIATIVE ID: FAAOO277 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

OPERATIONS SPECIFICATIONS SUB-SYSTEM (OPSS) DEVELOPMENT AND TRAINING (AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$13,055

DESCRIPTION:

DEVELOPMENT: THE OPSS PROVIDES AN AUTMATED SYSTEM WHICH ENABLES AND STREAMLINES THE REENGINEERED PROCESS FOR CERTIFICATE ISSUANCE FOR AVIATION BUSINESS ENTITIES. THIS NEW PROCESS-DRIVEN SYSTEM ALLOWS POLICY MAINTENANCE TO BE DEVELOPED, REVIEWED, AND APPROVED AND AUTOMATICALLY DISTRIBUTED TO FLIGHT STANDARDS FIELD OFFICES USING THE OPSS HQ MODULE. INSPECTORS USING THE OPSS CHDO MODULE CAN GENERATE AND MAINTAIN OPSPECS FOR THE OPERATORS THEY OVERSEE. INSPECTORS USING THE NEW SYSTEM ARE ALWAYS NOTIFIED OF POLICY CHANGES, AND CAN ALSO RECOMMEND PROPOSED FAR PART PARAGRAGHS. FAA MANAGEMENT AND FIELD PERSONNEL MAY NOW UTILIZE THE NEW SYSTEM'S REPORTING CAPABILITIES TO VIEW ISSUED OPSPECS FOR ALL OPERATORS. TECHNICAL ASPECTS INCLUDED PROTOTYPING FLIGHT STANDARDS ENTERPRISE ARCHITECTURE FOR NEW AVR INFRASTRUCTURE. THE OPSS IS FIRST SYSTEM DEPLOYED ENTREPRISE-WIDE. TRAINING: OPSS TRAINING FOR FAA INSPECTORS AND OTHER PERSONNEL WHO PERFORM OPERATOR CERTIFICATIONS OR POLICY DEVELOPMENT AS PART OF THEIR WORK FUNCTIONS. TRAINING ON THE NEW OPSS PROCESS AND SYSTEM.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

DEVELOPMENT: THE COST BENEFIT RETURN ON INVESTMENT FOR THE FAA IS PRINCIPALLY IN THE FOLLOWNING AREAS:

- LABOR HOURS SAVINGS OF NEARLY 88% OVER LEGACY PROCESS AND SYSTEM
 - ENHANCED POLICY UPDATE AND DISTRIBUTION REDUCING TURNAROUND TIME FROM 2-4 WEEKS TO 2-5 DAYS
 - IMMEDIATE ACCESS TO OPERATOR AND CERTIFICATION DATA FROM ALL FAA LOCATIONS (HQ/RO/FIELD OFFICES)
- TRAINING: PERFORMANCE AND SAVINGS: INSPECTORS MUST BE TRAINED ON THE NEW SYSTEM AS PART OF FAA AFS GOALS, PASS REQUIREMENTS, AND EVENTUAL JTA INCLUSIONS. SAVINGS ARE IN INCREASED PREFORMANCE OF FAA PERSONNEL IN UTILIZING THE NEW SYSTEM FOR OPTIMAL FAA BENEFIT.

CONTACT PERSON AND PHONE NUMBER: TOM PENLAND 202 267-3674

CONTRACT STRATEGY:

GSA SCHEDULE TIME & MATERIALS

INITIATIVE ID: FAAOO278 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AIRMEN CERTIFICATION AND RATING APPLICATION (ACRA) DEVELOPMENT/DELPOYMENT

(AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$4,550

DESCRIPTION:

BACKGROUND: ACRA AUTOMATES THE PROCESS OF PILOT/MECHANIC APPLICANT RATING AND CERTIFICATION. THE NEW SYSTEM COLLECTS DATA PREVIOUSLY NOT AVAILABLE FOR BOTH APPLICATIONS AND DESIGNATED EXAMINERS. TEMPORARY CERTIFICATE ISSUANCE IS NOW AUTOMATED ALSO. A DECISION SUPPORT SYSTEM TOOL FOR REPORTING ON DESIGNATED EXAMINERS FOR FAA MANAGEMENT OVERSIGHT IS A PRIMARY PRODUCT OF THE ACRA INITIATIVE.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

BACKGROUND: THE NEW SYSTEM MEETS SUPPORTS AVR GOALS AND SUB-GOALS. ACRA ENABLES AND ENFORCES CORRECTLY PERFORMING THE PROCESS OF COMPLETING FAA FORM 8710-1, HELPING TO FACILITATE THE REGISTRY FOR QUICKER TURNAROUND FOR ISSUANCE OF A PERMANENT CERTIFICATE.

CONTACT PERSON AND PHONE NUMBER: TOM PENLAND 202 267-3674

CONTRACT STRATEGY: GSA SCHEDULE TIME & MATERIALS

INITIATIVE ID: FAAOO279 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

CORPORATE DATA REPOSITORY (AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000): \$3,118

DESCRIPTION:

The Data Library/Warehouse concept supports the Data Quality Management Plan initiatives, in response to the February 1995 GAO Report.

Initiatives include:

assessing data quality across candidate systems by analyzing existing data dictionaries and repositories to identify data relevance and inconsistent data identifying common data across candidate systems establishing data standards across candidate systems (e.g., naming, format, etc.) identifying data owners and resolve ownership issues researching potential solutions to modernize existing data architectures developing potential data architecture where common data is consolidated

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Data Warehouse/Library Pilot Project has been initiated to justify AFS building a Data Warehouse. A pilot can be completed with a comparatively smaller investment of time and money versus a full scale implementation while still providing an immediate return on investment. It will also help AFS assess the current scope and complexity of building a Data Warehouse/Library and the optimal level of utilization of new techniques such as data mining and OLAP.

CONTACT PERSON AND PHONE NUMBER: Arezou Johnson 202-267-9995

CONTRACT STRATEGY:

A contract was awarded in FY97 to NEXTOR to validate/verify existing draft Project Implementation Plan and strategy. NEXTOR will continued to be involved if project is funded.

INITIATIVE ID: FAAOO280 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AIR TRANSPORTATION OVERSIGHT SYSTEM Phase 1 (AVR/AFS)

TOTAL LIFE CYCLE COST (IN \$000):

\$7,300

DESCRIPTION:

The Air Transportation Oversight System (ATOS) Phase 1 automation program will play a major role in the successful transition to a system based surveillance process by enabling the Certificate Management Team (CMT) members to effectively plan, execute and analyze the results of surveillance. The Phase 1 tools will (1) utilize a Web browser interface to complete the surveillance planning tools and dynamic comprehensive surveillance plan for each carrier, (2) communicate the plan and task requirements to CMT members electronically via the Internet, (3) track progress against the surveillance plan, (4) record surveillance results for risk analysis, and (5) facilitate rapid re-targeting of resources using enforcement history and compliance status. The ATOS data repository will also include a "scratch pad" for CMT members to record work in process. Edit and validation checks will be made on all data submitted to the data repository to provide for stringent quality control. Once ATOS Phase 1 is implemented, the CMT will be able to use systems such as Safety Performance Analysis System (SPAS) to access and query the ATOS data repository, as well as other systems for analysis purposes. AFS-20 and their support contractor are working closely with the ATOS-Working Group (WG) members to refine, clarify and document ATOS business process rules and to define and document detailed functional, data, and performance requirements for ATOS Phase 1 application functionality.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

ATOS Phase 1 redefines the FAA's philosophy and approach to air carrier surveillance activities by emphasizing that the most effective means of assessing safety is by understanding and evaluating an air carrier's safety processes. The ATOS process is being designed to assess the "general health" of an air carrier's systems and to identify surveillance activities necessary to identify and resolve potential problem areas. The Challenge 2000 Steering Committee identified a series of core systems and processes within AFS and the Aircraft Certification Service (AIR) as the initial steps for the implementation of ATOS. The necessity of automated support is particularly relevant when the scope is considered. The automation of the re-engineered certificate management process provides Flight Standards with a basis and framework for moving risk assessment from being an intuitive process to a more analytic process that utilizes a series of structured tools to build a baseline of air carrier data and maintaining it over time.

CONTACT PERSON AND PHONE NUMBER: Pauline Lowell (202) 267-8455

CONTRACT STRATEGY:

GSA Schedule

INITIATIVE ID: FAAOO282 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AIR Infrastructure (AVR/AIR) FY-96 PLAN SYSTEM # FAAOO046 (BUDGET :3A04 CIP: A-17) is included in this project.

TOTAL LIFE CYCLE COST (IN \$000):

\$4,980

DESCRIPTION:

Maintain communications, hardware, software, documentation of business and system processes, and documentation of information resources to effectively manage and support AIR's IRM program

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Successfully carry out mission and meet agency goals and objectives.

CONTACT PERSON AND PHONE NUMBER: Eugene Newman 202 267-7024

CONTRACT STRATEGY: Various

INITIATIVE ID: FAAOO284 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

CONSOLIDATED PERSONNEL MANAGEMENT INFORMATION SYSTEM (CPMIS) - AHR

TOTAL LIFE CYCLE COST (IN \$000): \$5,000

DESCRIPTION:

The Consolidated Personnel Management Information System (CPMIS) is DOT's Personnel System of Record, which processes all Departmental personnel actions and provides management information and reporting to OA's, OST, OPM, GAO, etc. CPMIS was developed in the 1970's and has been slated for replacement due to material weaknesses since 1992. FAA hopes to replace CPMIS with the New Automated Personnel and Payroll System by 2003.

CPMIS is a Departmental system, which FAA pay about 75% of all operating costs.

Life Cycle cost estimate is based on FY-1998 through FY-2003.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Legacy system is Departmental System of Records for personnel information

CONTACT PERSON AND PHONE NUMBER: Jackie Benefield, AHR-13, 202-267-7607

CONTRACT STRATEGY:

Development and maintenance was contracted by OST to FAA/AMI under reimbursable agreements.

INITIATIVE ID: FAAOO285 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

HOST & OCEANIC REPLACEMENT SYSTEM (ATS/AOS)

TOTAL LIFE CYCLE COST (IN \$000): \$271,702

DESCRIPTION:

THIS PROJECT IS THE PRINCIPAL MEANS OF MAINTAINING AND UPGRADING THE OPERATIONAL SOFTWARE ON THE HOST COMPUTERS IN 20 CONUS ARTCC'S AND THE FAA TECHNICAL CENTER. OPS APPROPRIATION.

THIS DESCRIPTION IS THE SAME ONE USED IN LAST YEAR'S PLANNING EFFORT. IT NEEDS TO BE UPDATED. This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

MEETS REQUIREMENTS

CONTACT PERSON AND PHONE NUMBER: Tom Mobley 202-267-7641 fax 202-267-7642

CONTRACT STRATEGY:

MEETS REQUIREMENTS

INITIATIVE ID: FAAOO286 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

COMMUNICATIONS FACILITIES ENHANCEMENT/LIMITED RADIO REPLACEMENT (CIP-06)

TOTAL LIFE CYCLE COST (IN \$000): \$44,000

DESCRIPTION:

This ITT radio replacement program segment is in place to allow the Regions the ability to identify ITT radios which are high failure units or are in a location which requires extended travel to and from the site .

The CM-200 radios are procured with a 10-year warranty.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

The CM-200 replacement radios have improved performance and increased Mean Time Between failure as compared with the 20-30 year old ITT radios.

CONTACT PERSON AND PHONE NUMBER: George O'Neill, 493-4821

CONTRACT STRATEGY:

IDIQ Indefinite Delivery Indefinite Quantity contract vehicle. to accommodate fluctuating budget and requirement determinations. Firm Fixed Price (FFP) contracts are preferred because commercial-off-the-shelf (COTS) and non developmental-item (NDI) systems are generally available to delivery requirements.

INITIATIVE ID: FAAOO287 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AIR/GROUND COMMUNICATIONS RFI ELIMINATION (RFI) (ARA/AND) (CIP-06)

TOTAL LIFE CYCLE COST (IN \$000): \$81,000

DESCRIPTION:

RFI Elimination consists of four segments: Segment I: Linear Power Amplifiers (LPAs), Segment II: Transmitter Combiners, Segment III: Receiver Multicouplers, and Segment IV: Filters. RFI elimination helps provide clear, concise communications between pilots and Air Traffic at specific sites in the current air/ground communications string that are encounter RFI problems by limiting both externally and internally generated RFI. The LPAs are replacing up to 30-year old units containing vacuum tubes that are "spectrally noisy" and do not meet current spectrum engineering requirements in an already congested NAS. The Transmitter Combiners and Receiver Multicouplers allow up to four transmitter or receiver frequencies to share on antenna, thus reducing the potential for the generation of, and the susceptibility to RFI. A limited amount of funding has been provided to the regions for the procurement of various filters. These include crystal, notch, and cavity filters which will be used to restrict selected frequencies from interfering with FAA air/ground communications.

At the sites required, the RFI Elimination equipment is vital to clear Air/Ground communications. Its importance to the safe, reliable and efficient operation of the NAS far outweighs any quantifiable benefits.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

SUMMARY OF OBLIGATIONS/FUTURE FUNDING COSTS DOES NOT INCLUDE ASSOCIATED OPS COSTS

CONTACT PERSON AND PHONE NUMBER: George O'Neill, 493-4821

CONTRACT STRATEGY:

IDIQ

INITIATIVE ID: FAAOO288 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AAIRS

TOTAL LIFE CYCLE COST (IN \$000): \$8,000

DESCRIPTION:

Airport Air Carrier Information Reporting System; Contains the status of a wide range of inspection work

programs performed by the ACS special agent workforce.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Tom Sullivan, 202-267-9693

CONTRACT STRATEGY:

Task order

INITIATIVE ID: FAAOO289 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

FSRS

TOTAL LIFE CYCLE COST (IN \$000): \$1,600

DESCRIPTION:

Facility Security Reporting Sysytem (FSRS). Contains the status of a wide range of inspection and risk assessment work programs performed by the ACS special agent workforce on FAA facilities.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Tom Sullivan, 202-267-9693

CONTRACT STRATEGY:

Task order

INITIATIVE ID: FAAOO290 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ACS Infrastructure

TOTAL LIFE CYCLE COST (IN \$000): \$11,100

DESCRIPTION:

Development and maintenace of the ACS technical infrastructure. This includes workstations, local area networks software, and telecommunications equipment.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Tom Sullivan, 202-267-9693

CONTRACT STRATEGY:

Task order

INITIATIVE ID: FAAOO291 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

SIRS

TOTAL LIFE CYCLE COST (IN \$000): \$810

DESCRIPTION:

Security Information Refrence System

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Tom Sullivan, 202-267-9693

CONTRACT STRATEGY:

Task order

INITIATIVE ID: FAAOO292 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ACS Aggregate of Civil Aviation Security Projects

TOTAL LIFE CYCLE COST (IN \$000): \$790

DESCRIPTION:**JUSTIFICATION - PERFORMANCE AND SAVINGS:**

CONTACT PERSON AND PHONE NUMBER: Tom Sullivan, 202-267-9693

CONTRACT STRATEGY:

Task Order

INITIATIVE ID: FAAOO293 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Mode S Provide

TOTAL LIFE CYCLE COST (IN \$000): \$467,200

DESCRIPTION:

Mode S system upgrades will improve and support system capabilities, improve maintenance cost structure, make TIS available to those who desire to equip their aircraft (e.g. Cargo Airline Association members). These upgrades will reduce the number of false targets presented to the Air Traffic Controller, improving efficiency and enhancing safety. It will also remove the maintenance workload requirements imposed by the previous reflector processing.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Milton E. Ryan, AND-450, 202 267-5027

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO294 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ATC Beacon Interrogator Replacement (ATCBI-R)

TOTAL LIFE CYCLE COST (IN \$000): \$282,900

DESCRIPTION:

ATCBI-R program is part of the agency's continuing effort to upgrade equipment to provide greater system capability and reliability, as well as to reduce operating costs. The ATCBI-R program will replace existing air traffic control beacon interrogator (ATCBI 4/5) equipment. These beacons have reached the end of their life cycles and many of the parts are already obsolete. To sustain NAS safety, efficiency, and to avoid incurring unmanageable maintenance and supportability costs, they must be upgraded with compatible surveillance systems.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

Replacement radar will provide agency capability to sustain NAS safety at both terminal and en route radar locations, minimize maintenance costs, reduce delays caused by reduced radar service, and

facilitate the transition to free flight.

CONTACT PERSON AND PHONE NUMBER: Milton E. Ryan, 202 267-5027

CONTRACT STRATEGY:

To award a contract for two pre-production systems in FY 1998 and award the first of three production options in FY 2000 or possibly FY 1999.

INITIATIVE ID: FAAOO295 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Precision Runway Monitor (PRM)

TOTAL LIFE CYCLE COST (IN \$000): \$138,600

DESCRIPTION:

Increasing airport capacity is an urgent FAA mission requirement. Immediate capacity increases can be realized with the installation of precision runway monitor (PRM) radar and displays. Five candidate airports spaced (4,300-3,400 feet) parallel runway pairs have been selected to receive production PRM systems based on favorable benefit/ratio ratio. The PRM system at MSP was commissioned in October 1997.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Milton E. Ryan, 202 267-5027

CONTRACT STRATEGY:

FFP

INITIATIVE ID: FAAOO296 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ABA Major Accounting Systems

TOTAL LIFE CYCLE COST (IN \$000): \$47,212

DESCRIPTION:

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEM INCLUDED IN THIS GROUPING IS THE FOLLOWING:

DAFIS - Departmental Accounting and Financial Information System

DELPHI - ORACLE Financials System, under consideration as a replacement for DAFIS. Planning is still very preliminary regarding this system.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

These ABA systems and enhancements eliminate data entry, taking source transactions and automating the input to the appropriate accounting system. This eliminates time consuming error correction, placing accounting and financial information in the hands of users, allowing them to make more informed decisions. Estimated savings across all ABA initiatives will be approximately 20-30 FTE positions in Financial Accounting. Other LOBs will also save significant resources.

Office Automation Goals Supported: Effective/Efficient management of resources

DOT/FAA Goals Supported: Improve Agency's Financial Management; FAA Financial Reform

CONTACT PERSON AND PHONE NUMBER: GARY BRILL 202 267-8942

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO297 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ABA COLLECTION SYSTEMS

TOTAL LIFE CYCLE COST (IN \$000): \$23,625

DESCRIPTION:

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEM INCLUDED IN THIS GROUPING IS THE FOLLOWING:

User Fee Billing and Collection System; Overflight Accounts Receivable Management Information System (OARMIS) – Billing and collection system for user fees.

New User Fee System - This system is anticipated based on legislative changes regarding the collection of user fees. The scope and definition of this system is in preliminary planning, awaiting the defining legislation.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

These ABA systems and enhancements eliminate data entry, taking source transactions and automating the input to the appropriate accounting system. This eliminates time consuming error correction, placing accounting and financial information in the hands of users, allowing them to make more informed decisions. Estimated savings across all ABA initiatives will be approximately 20-30 FTE positions in Financial Accounting. Other LOBs will also save significant resources. Office Automation Goals Supported: Effective/Efficient management of resources DOT/FAA Goals Supported: Collection of User Fees; Improve Agency's Financial Management; FAA Financial Reform

CONTACT PERSON AND PHONE NUMBER: GARY BRILL 202 267-8942

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO298 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

FAA Information Security Program

TOTAL LIFE CYCLE COST (IN \$000): \$313,116

DESCRIPTION:

The information security initiative supports the establishment and operation of a comprehensive Federal Aviation Administration (FAA) information security program. This national program will define the security architecture and concept of operations for the FAA. It will define the methodologies to successfully incorporate security into our administrative and National Air Space Systems (NAS), operational and future. This program initiative will establish a process for self-assessing organizations and systems current security posture, evaluating these postures and working with the organizations to improve their security process levels using the Security Capability Maturity Model developed by the Software Engineering Institute.

The requested funding is to continue the implementation of the FAA Information Security Program. This includes: Defining the information security architecture; developing certification and accreditation documentation; defining countermeasures; analyzing COTS security products; implementing appropriate security measures to high risk Air Traffic Control (ATC) operational systems; certification and accreditation of operational and future systems; ensuring program lifecycle compliance with agency policies and

procedures, Federal laws and Executive Orders. This includes approval of Integrated Product Teams (IPT) Information Security Plans; monitoring of NAS systems; security awareness training; staffing and training for the FAA's Vulnerability Assessment and Penetration Assessment (VAPA) Team. This team supports the IPTs and operation organizations in conducting and documenting vulnerability assessments and penetration tests; establishing and implementing an Information Security Training Program. This program will help to build the skills and competencies of FAA employees to support the Information Security Program; implementing an incident reporting and computer incident response team to provide appropriate damage control and assistance for rapid continuity of service; and implementing a legacy NAS Infrastructure Monitoring System (NIMS) capability. This capability allows the monitoring of operational ATC systems against possible computer attacks.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Shirley Ginwright, 202-267-3822

CONTRACT STRATEGY:

Contractor support will be used to supplement government employees and to provide expert knowledge in system engineering and security.

INITIATIVE ID: FAAOO299 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ESPRIT

TOTAL LIFE CYCLE COST (IN \$000): \$441

DESCRIPTION:

Esprit is a financial management system designed to assist the Information Technology Office in managing, tracking and reporting on its program and financial resources.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Ellen Cook, 202-267-3116

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO300 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

REAL ESTATE MANAGEMENT SYSTEM (REMS)

TOTAL LIFE CYCLE COST (IN \$000): \$727

DESCRIPTION:

REMS IS A REAL PROPERTY ASSET MANAGEMENT/TRACKING SYSTEM WHICH WILL PROVIDE AN INVENTORY OF ALL FAA REAL PROPERTY ASSETS. THE PRESENT SYSTEM, THE REAL PROPERTY RECORD (RPR) SYSTEM, IS OUT OF DATE AND WILL BE DISCONTINUED ONCE REMS IS FULLY OPERATIONAL. REMS WILL ALLOW US TO MORE EFFECTIVELY MANAGE THE FAA'S REAL PROPERTY ASSETS DUE TO IMPROVED DATA, EASIER ACCESS TO THIS DATA BY MORE PERSONNEL, AND THE POTENTIAL TO BETTER INTERFACE WITH OTHER FAA AUTOMATED SYSTEMS.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: CLAY DEATON, ASU-140, X78864

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO301 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

IT MAINTENANCE

TOTAL LIFE CYCLE COST (IN \$000): \$2,189

DESCRIPTION:

THE IT MAINTENANCE PROGRAM PROVIDES MAINTENANCE SUPPORT FOR AIT,ARA,AGI, etc. THE FOLLOWING EQUIPMENT IS COVERED: 471 PCs, 13 SUN parc Systems, 5 copiers, 2 fax machines, fax/copiers, copyboards, electrochomes, CPS Power units, motor generators, equinox .

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Regina Fletcher, (202) 267-7806

CONTRACT STRATEGY:

GSA Maintenance Agreement, other GWAC agreements

INITIATIVE ID: FAAOO302 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

BROAD INFORMATION TECHNOLOGY SERVICES (BITS) /SUPPORT SERVICES PROGRAM

TOTAL LIFE CYCLE COST (IN \$000): \$1,550

DESCRIPTION:

THE BROAD INFORMATION TECHNOLOGY SERVICES (BITS)/SUPPORT SERVICES PROGRAM WHICH PROVIDES SUPPORT FOR FAA IN ACQUIRING HARDWARE/SOFTWARE/SERIVCES. BITS IS A NEW CONTRACT VEHICLE WHICH PROVIDES MANAGEMENT OF MULTIPLE AWARDS CONTRACTS IN SYSTEMS MANAGEMENT, SYSTEMS MAINTENANCE, IT SECURITY, AND OPERATIONS. THE CONTRACTS WILL PROVIDE THE FAA THE OPPORTUNITY TO ACHIEVE ITS AMS GOALS OF FASTER, MORE EFFICIENT, AND CHEAPER. AS AN ASIDE THE AWARDS ARE TO SMALL BUSINESS AND SEDBs AND SUPPORT THE FAA'S MENTOR PROTÉGÉ PROGRAM.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO303 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

ABA Acquisition and Payment Systems

TOTAL LIFE CYCLE COST (IN \$000): \$1,908

DESCRIPTION:

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEM INCLUDED IN THIS GROUPING ISTHE FOLLOWING:

EC/EDI - Electronic commerce
FEDEX - Federal Express billings
NACCS - National Automated Credit Card System
TPDS - Third Party Draft System

All systems are Y2K compliant.

JUSTIFICATION - PERFORMANCE AND SAVINGS:

These ABA systems and enhancements eliminate data entry, taking source transactions and automating the input to the appropriate accounting system. This eliminates time consuming error correction, placing accounting and financial information in the hands of users, allowing them to make more informed decisions. Estimated savings across all ABA initiatives will be approximately 20-30 FTE positions in Financial Accounting. Other LOBs will also save significant resources.

Office Automation Goals Supported: Effective/Efficient management of resources

DOT/FAA Goals Supported: Improve Agency's Financial Management; FAA Financial Reform

CONTACT PERSON AND PHONE NUMBER: GARY BRILL 202 267-8942

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO305 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Free Flight - Phase 1

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Greg Geisler 202-267-8047

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO306 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Local Area Augmentation (LAAS)

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Greg Geisler 202-267-8047

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO307 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Next Generation Weather Radar (NEXRAD)

NEW PROJECT ONGOING PROJECT TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:**JUSTIFICATION - PERFORMANCE AND SAVINGS:**

CONTACT PERSON AND PHONE NUMBER: Greg Geisler 202-267-8047

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO308 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Airport Surveillance Radar (ASR-9)

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:**JUSTIFICATION - PERFORMANCE AND SAVINGS:**

CONTACT PERSON AND PHONE NUMBER: Greg Geisler 202-267-8047

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO309 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

NAS Infrastructure Management System (NIMS)

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:**JUSTIFICATION - PERFORMANCE AND SAVINGS:**

CONTACT PERSON AND PHONE NUMBER: Greg Geisler 202-267-8047

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO310 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

GPS Second Frequency

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:**JUSTIFICATION - PERFORMANCE AND SAVINGS:**

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO316 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Logistics Support System and Facilities

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO318 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Instrument Landing System

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO319 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Approach Lighting System Improvement Program

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO320 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Runway Visual Range

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO321 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Distance Measuring Equipment

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO322 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Computer Aided Engineering Graphics Replacement

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO323 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

Airport Cable Loop System

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Greg Geisler 202-267-8047

CONTRACT STRATEGY:

INITIATIVE ID: FAAOO324 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

AFSS Voice Switches

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

FY-99 FIVE YEAR IT PLAN

INITIATIVE ID: FAAOO325 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

En Route Automation Programs

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER: Greg Geisler 202-2678047

CONTRACT STRATEGY:

FY-99 FIVE YEAR IT PLAN

INITIATIVE ID: FAAOO326 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

VASI - Replacement for PAPI

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY:

FY-99 FIVE YEAR IT PLAN

INITIATIVE ID: FAAOO327 **OA:** FAA

TITLE OF PROGRAM/PROJECT:

VOR/TACAN Network Plan

TOTAL LIFE CYCLE COST (IN \$000): \$0

DESCRIPTION:

JUSTIFICATION - PERFORMANCE AND SAVINGS:

CONTACT PERSON AND PHONE NUMBER:

CONTRACT STRATEGY: